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TIME-TABLE

WEEK DAYS	
7.00 a.m. to 7.10 a.m.	every 10 minutes
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ALEXANDRA BUILDINGS
Hong Kong 1st June 1923.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon dep.	6.41	8.35	9.15	10.25	12.00	1.13	4.34	5.27	7.09
Yau-mati dep.	6.51	8.45	9.25	10.35	12.10	1.23	4.44	5.37	7.20
Shatin dep.	7.03	8.57	9.37	10.47	12.20	1.33	4.55	5.50	7.32
Tai-po dep.	7.17	9.11	9.51	11.01	12.30	1.43	5.06	6.03	7.45
Tai-po Market dep.	7.25	9.19	9.59	11.09	12.38	1.51	5.14	6.11	7.53
Fanling dep.	7.33	9.27	10.07	11.17	12.46	2.00	5.22	6.19	8.01
Sheung Shui dep.	7.38	9.32	10.12	11.22	12.52	2.06	5.28	6.25	8.07
Shun Chun arr.	7.44	9.38	10.18	11.28	12.58	2.12	5.34	6.31	8.13

	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
Shun Chun dep.	7.22	9.06	9.23	10.37	11.40	2.58	4.36	5.12	6.05
Sheung Shui dep.	7.29	9.13	9.34	10.44	11.47	3.05	4.44	5.19	6.12
Fanling dep.	7.33	9.18	9.38	10.48	11.51	3.10	4.49	5.23	6.17
Tai-po Market dep.	7.43	9.29	9.49	10.58	12.03	3.21	5.01	5.33	6.27
Tai-po dep.	7.47	9.34	10.12	11.03	12.07	3.27	5.08	5.37	6.31
Shatin dep.	8.00	9.47	10.25	11.16	12.21	3.40	5.23	5.50	6.44
Yau-mati dep.	8.14	9.59	10.38	11.28	12.34	3.53	5.37	6.02	6.56
Kowloon arr.	8.23	10.09	10.46	11.36	12.42	4.01	5.45	6.10	7.04

SHA TAU KOK BRANCH.

	A.M.	A.M.	P.M.	P.M.		A.M.	A.M.	P.M.	P.M.
Fanling dep.	7.45	11.30	1.30	6.30	Shatin dep.	8.30	10.15	1.05	5.00
Shatin arr.	8.40	12.25	1.15	7.15	Fanling arr.	7.55	11.30	2.00	5.55

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SCOTTISH LETTER.

DISTRESS IN THE WESTERN
HIGHLANDS AND ISLANDS.
FAILURE OF CROPS AND FISHING.

(FROM OUR OWN CORRESPONDENT.)

EDINBURGH, December 19th.

A grave condition of affairs prevails in the Highlands and Western Islands. The experiences of the crofters and fishermen in the spring, summer, and autumn have been little short of calamitous. The potato crop, the hay, and the harvest have been ruined by persistent rains. Even the peat is reduced to a sodden mass which will not burn; and coal they cannot afford to buy. The profits of the fishing industry, gravely hampered by illegal trawling within the three-mile limit, grow steadily less. There is hardly any work to be had; only a little money comes from outside in the shape of old age and men's pensions; very few of these Lewis men are eligible for unemployment benefit, and malnutrition has seriously affected the general standard of health of the children. One authoritative report states that many districts have known neither summer nor autumn. There have been only twenty dry days since May, lately broken by snow and frost. Potatoes are as small as marbles, or large, scabby and diseased. It is computed that 20,000 people are face to face with starvation. They are already being taken to cope with the emergency; there will be a central committee composed of men of the highest standing, with local committees in the distressed areas. It is proposed that measures should be taken to safeguard the morale of the people. Relief must not be gratuitous. Labour or money should be exacted from those supplied with food. No person receiving relief should be so far as employment could be obtained, allowed to remain idle or unemployed. Care must be taken that, in the mere saving of life, irretrievable harm was not done to the moral character of the people.

RAMSAY MACDONALD.

Ramsay Macdonald is one of the Men of the Time. Is he not the strongest and best of the Leaders of the Labour Opposition, and is not a still higher position open to him in the immediate future? For the present, freed from the care and responsibilities of political activity, this dominant Scot is holidaying in the North, breathing his "native germs" in the quaint old town of Lossiemouth, on the Moray Firth. Indeed, he is living in the very cottage in which he was born; he has enlarged it, and given it a name, "The Hillies," from the sandhills in front. "Just as if it was the villa of some bourgeois greaser," as one of his Labour rivals recently muttered in disgust. In addition to being a fishing centre, Lossiemouth has some fame as a golfing resort. Ramsay Macdonald, however, does not now play golf upon that course, and thereby hangs a tale. He was a member of the local club for a number of years, but, in consequence of the strong views he expressed during the war, was requested to resign upon requisition by certain members. Circumstances have changed since then, and the club has made it known that it would now be very glad to rescind the resolution excluding Mr. Macdonald if he would let bygones be bygones. He has replied that he hears the members who took this action no ill-will and that he regards the incident as closed, but himself as still excluded.

SCOTTISH TEMPERANCE POLLS.

The polls under the Scottish Temperance Act of 1913 give little hope of a solution of the great problem of intemperance. Figures are dry, and yet of a subject like this, where feeling runs high on both sides, they are the only things to which we can safely appeal. What do they show? They show that the "No-Licence" party have not carried a single district which did not go "dry" in 1920. They have maintained their ground in 18 "dry" areas, but they have lost 5. In regard to "Limitation," which means the reduction of licences in a district by one-fourth, they have had both losses and gains, but on balance they are down, although the loss here is partially offset by the fact that 2 of the "Limitation" areas have gone one more step towards "No-Licence." Looked at from the other side, the results show that there are now 216 "wet" areas—excluding 20 districts with "Limitation"—out of 234 areas polled three years ago in the same districts, there were 207 "wet" areas, so that the net gain to the "wets" and the net loss to the "drys" has been 9. But in another way, about 40 per cent. of the total votes cast was given for "No-Licence," "Continuance of No-Licence," and "Limitation" while roughly 60 per cent. was cast for "No Change," "Repeal of No-Licence," and "Repeal of Limitation." This leaves out of account the large unpolled vote, which may fairly be set down as anti-extremist, or moderate. What is the way out of this deadlock? The desire for reform in the provision of drinking facilities is practically universal, and various schemes are being ventilated, none of them, however, receiving any general support. As I have already written you, a way out may be found in a "topical" and the framing of it may be left to a Royal Commission. The wording of such an option will be a very difficult matter, and is certain to rouse a bitter controversy.

ELECTED TO ABERDEEN CHURCH.

The Rev. Stephen Bond, of the West U.P. Church, Hibernian, who has been elected to St. Nicholas U.P. Church, Aberdeen, was for some years engaged in missionary work for the English Presbyterian Church at Swatow, South China. Later he was, for four years, minister of the Roker Presbyterian Church, Sunderland, and came to Hibernian over seven years ago. The West U.P. Church there is one of the most beautiful buildings in the West of Scotland, and numbered among its members the late Mr. Bonar Law.

THE GOVERNMENT OF GOLF.

There is evidence that golfers throughout the country are keenly interested in the future control of the game. The desire is to make the government of golf more representative of the widespread character that the game has now assumed than is the case at the present time, but no attempt is being made to undermine

or to usurp the place so long and honourably occupied by the Royal and Ancient Club of St. Andrews. We in Scotland and the feeling will be shared by golfers throughout the kingdom—have no desire to see the headquarters of the game removed from St. Andrews to London, and any attempt made by a Southern coterie to bring this about would be vigorously opposed. But with the desire for a more representative control of the game there will be a large amount of sympathy. The Scottish Union movement, working in harmony with the R. and A., and loyally acknowledging its supreme position in the game, has been of great service in many ways, notably on the question of national handicapping. The ruling authority has readily admitted the services which the Union has been able to perform, and as an earnest of its desire to secure further co-operation with the Union has agreed to convene a conference on this question in the government of the game, and the attitude of the Championship Committee goes to show that it is anxious to avail itself of the assistance of those who are closely in touch with golfing opinion throughout the country. The conference should be mutually helpful in the investigation of a question that is of particular importance to the golfing world to-day. The methods of St. Andrews in former days have not escaped criticism, a good deal of which was not without foundation. The step now taken by the R. and A. will not diminish its prestige, but will go to show that it is amenable to modern opinion when that is in the best interests of the game. It may be that as the result of the conference there will be a permanent consultative council which would voice the views of Scottish golfers. This is an interesting proposal, and should it be carried into effect, the R. and A. would stand to gain in many ways.

GOLFERS' SERMONS.

Which of our Scotch churches situated near golf courses where Sunday golf is played will be first to follow the example of St. Nicholas's, Wallasey, near Liverpool? A series of twenty-minute sermons for players has been arranged, and is being well attended. Larger congregations are the rule weekly, but that might be only a "local rule" that would not hold good in Scotland. There should be no difficulty in finding texts for golfers. A very appropriate start might be made with the first ten words of Philippians 1 and 27.

SPORTS ABOUT LOUIS GREIG.

The famous W. J. A. Davis, Captain of the England XV, 1920-23, has published a book on "Rugby Football and How to Play it," and the lighter side of the game is by no means neglected. Some of the best stories centre about Wing Commander Louis Greig, who was famous for his language outside the field. Two ladies were standing outside the Services ground at Portsmouth. "What shall we do this afternoon?" said one. "Let's go and hear Louis Greig play Rugby," was the other's laconic reply. This Scottish International, when playing scrum-half, exclaimed to his partner, who kept dropping his passes: "Heavens! you'd drop it if I handed it to you on a plate."

EN PASSANT.

The Duke of Atholl complains that the Duchess having been elected the first woman M.P. for Scotland, his own politics nowadays were staying at home and minding the teapot.

Remarking upon the experiences of Parliamentary candidates, Sheriff Jameson, at a gathering in Edinburgh, said that sometimes they were welcomed to constituencies in terms that were a little embarrassing. He recalled an instance when a friend of his after nomination for a constituency, was encouraged by a supporter with the remark: "Oh, you are a far better candidate than the last man we had." And then added: "You see he was far too honest and far too much of a gentleman."

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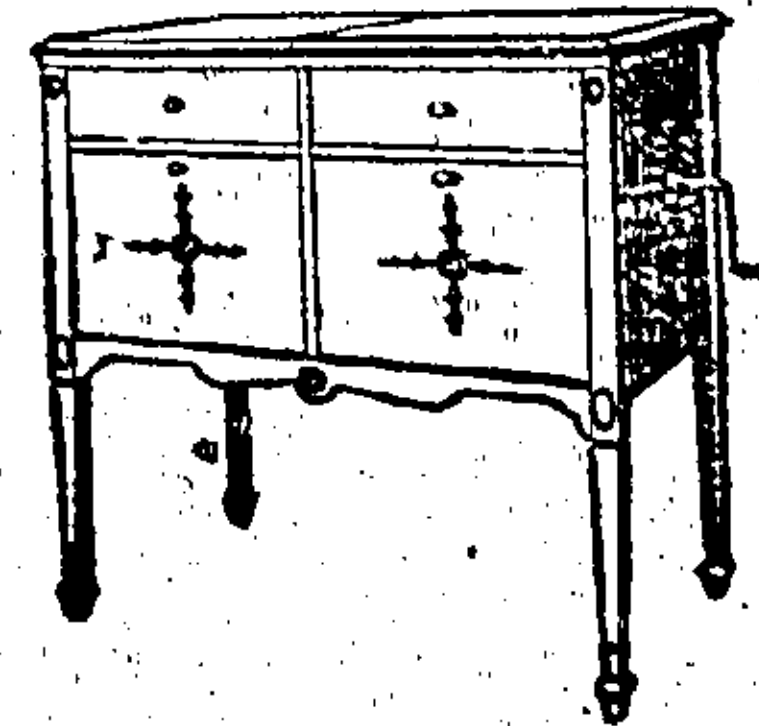
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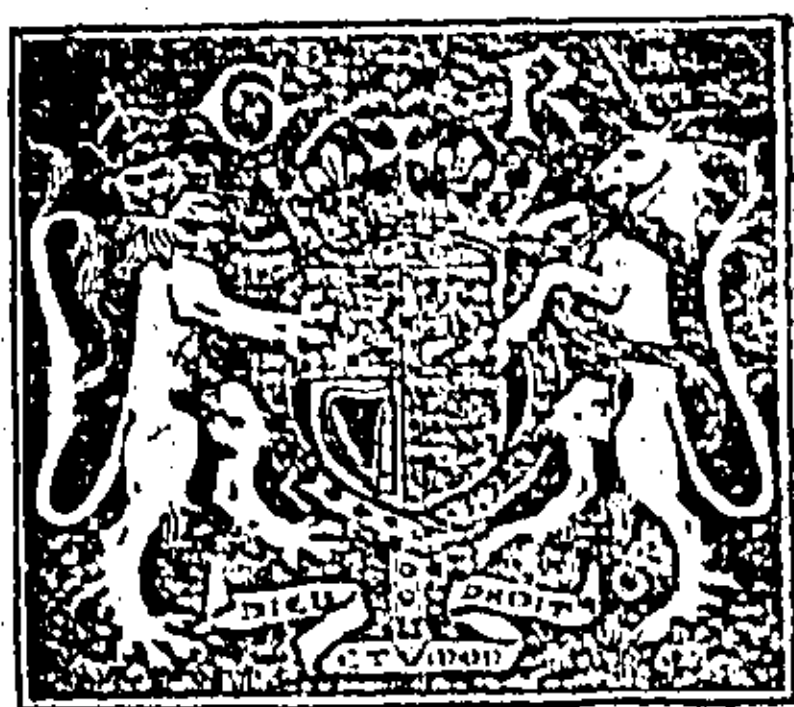
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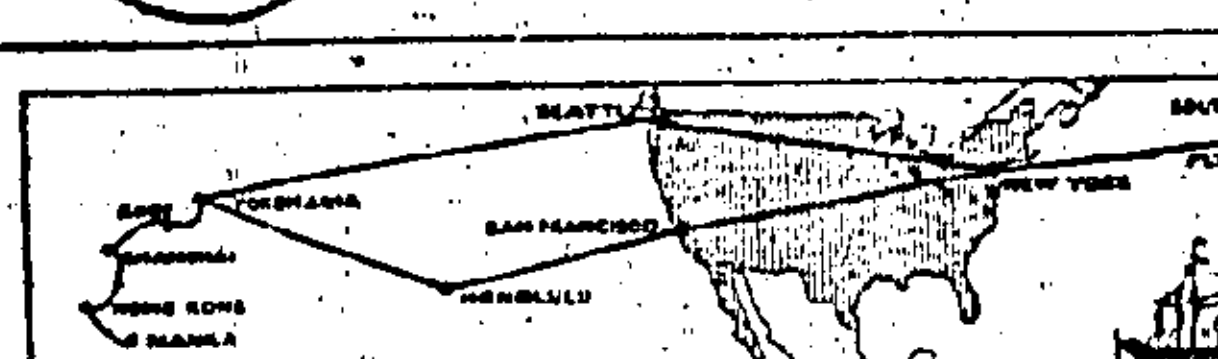
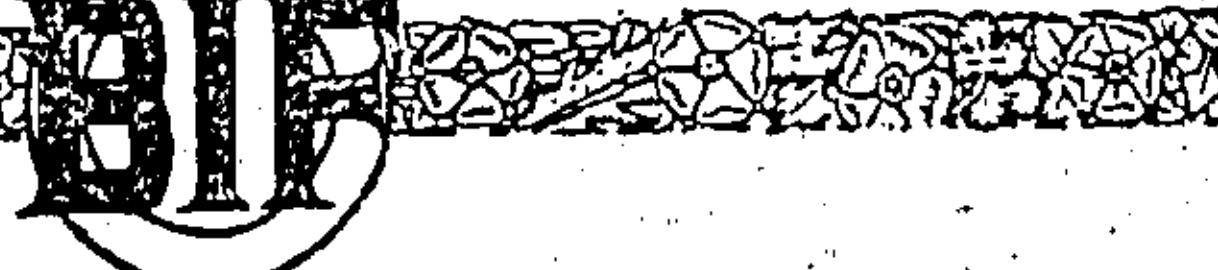
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[UPON HIS HONOUR THE CHIEF JUSTICE (SIR WILLIAM REES-DAVIES).]

A CHARGE OF BRIBERY.

CHINESE BROKER FOUND "NOT GUILTY."

A Chinese broker and property owner, named Au Yau Chan, was arraigned for having, on December 15th last, offered Leslie Brewer, sanitary inspector, a bribe in the nature of six bottles of brandy and two boxes of cigars.

Defendant pleaded "not guilty," adding, "I did not intend to influence his (the inspector's) conduct."

Mr. Dyer Ball, for the Crown, said that on December 12th, at 9 o'clock in the morning, defendant and a woman came into the Western District Sanitary Office, which was occupied by Inspector Brewer. Inspector Brewer had previously sent his interpreter to warn defendant that he was required to attend the Police Court on the morning of December 12th.

Counsel explained that a summons had been taken out against a certain person for a breach of the Sanitary Ordinance. Defendant had appeared in person at the Police Court and stated that he was prepared to take the responsibility, and the magistrate substituted the defendant's name for that of the original man summoned.

When defendant and the woman came to the Western District Sanitary Office the former asked the inspector what was the matter. The inspector explained, through the interpreter, what was required. The woman, the inspector then noticed, was carrying in her arms a package consisting of a collection of bottles of brandy tied around with string, and two boxes of cigars. The inspector asked, through his interpreter, "What is that for?" The answer came back that it was for the inspector, who thereupon told defendant to take the stuff away or he would get into trouble. The defendant and the woman then left the office, the former remarking to the interpreter that the brandy, etc., was intended for the inspector's trouble in coming up to the Police Court.

Somehow or other, continued Counsel, the woman left the package behind her, near the interpreter's desk. The inspector then despatched his interpreter to fetch the defendant back, so that the stuff might be removed. At this point the inspector thought he had better take action himself, so he reported the matter to the Head of the Sanitary Department. Defendant, when charged and cautioned, made a statement. Inspector Brewer, he said, "is a friend of mine. I presented him with two bottles of wine before."

Inspector Brewer, added Counsel, did not know this man at all in a friendly way, and it was not true that Brewer had previously accepted two bottles of wine from defendant.

Inspector Brewer gave supporting evidence. The summons against defendant related to defective ground floor service at a house belonging to defendant in Des Vaux Road West. Defendant had made him an offer somewhere in the middle of last year of two bottles of wine. Witness had refused to take the wine.

Cross-examining, Mr. Campbell Prosser, instructed by Messrs. Hastings and Hastings, Deacons and Bowley (for defendant), elicited the fact that the Police Court case was adjourned on two occasions on the recommendation of the inspector. This was done so that the defendant might have a chance to do the work. Defendant, when in the office, spoke in a normal manner, there was no attempt at secrecy in connection with the offer of the brandy and cigars. There were other people in the office at the time.

Again questioned regarding the work at Des Vaux Road West, witness said that defendant had had some work done before the first adjournment, and also between the first and second adjournment. Witness was not prepared to say that anything was done after the second adjournment.

It is not unusual, asked the Chief Justice, for Chinese to offer "cushaw" to Europeans?

Witness: I cannot speak for all the European community, my Lord. Myself, I have had it offered me before.

The Chief Justice: You say defendant had offered you two bottles of wine on a previous occasion. Did you accept them?

Witness: No.

The Chief Justice: Are you sure?

Witness: Quite sure, my Lord.

The Chief Justice: I ask because defendant appeared to think he was in order in coming along with a second lot of bottles.

Witness explained that when he was offered the first two bottles (it was brandy) he was indignant, and ordered defendant to take the stuff and himself out of the office.

Mr. Campbell Prosser, after the Sanitary Office interpreter had given evidence in support of the case for the Crown, said there was no case to go to the Jury. Defendant had taken the brandy and cigars to the Sanitary Office quite openly. What he did was the work of a man who was not afraid of what he was doing; it was not the action of a man who was not afraid of a public official.

His Lordship decided that there was a case for the Jury's consideration.

Au Yau Chan, the defendant, thereupon went into the witness-box and explained what had taken place in connection with the adjourned summons. He was under the impression that the contractor had satisfactorily completed the work. Defendant went to Inspector Brewer's office on December 12th because the inspector had left a message at defendant's house the previous evening.

Defendant called between 8.30 and 9 the next morning, taking with him the brandy and cigars. The inspector was a friend, and he simply took the things as a present. It was convenient to take the things at that time, as he had to call at the office. There was no other motive, defendant said, behind his action. He denied giving the present with any idea of influencing the inspector's conduct in the future. Defendant estimated the present as worth a little above \$20. The repairs to the house would cost about \$30 or \$40. After the work was done defendant did not expect any further objections from the Sanitary Authorities.

Cross-examined defendant re-affirmed that what he took to the Sanitary Office was merely a present for what the inspector had done. The inspector was a "very nice man," and frequently told defendant what had to be done to his property.

Questioned by his Lordship, defendant said he presented the inspector with two bottles of wine during the fifth or sixth moon last year. Pressed, defendant said he could not quite remember whether the inspector accepted the two bottles or not. There were no proceedings pending against defendant at that period.

Mr. Dyer Ball, addressing the Jury, said that if they were satisfied that defendant thought he could influence the inspector's action by presenting these things, the Crown had a good case against defendant.

Mr. Campbell Prosser said that a vital point in the case was the powers possessed by the inspector. Defendant only anticipated being fined a small amount, and it was hard to believe, that being the case, that he would have made a present worth over \$20 with the hope of escaping a petty fine. Defendant, admitted Counsel, had acted foolishly, because to give a present at that time would naturally leave in the minds of people an idea that it was done to influence the inspector's future conduct. Defendant, on the other hand, had said the present was in respect of past favours.

His Lordship said that the case was not one of great gravity. What the Jury had to do was to ask themselves whether the defendant intended to offer the cigars and brandy to the inspector as a bribe. The inspector had said quite frankly that there was no attempt made to conceal the stuff.

Without retiring, the Jury returned a verdict of "not guilty," and defendant was accordingly discharged.

The following Jury was empanelled: Alex. Korwin, A. Howarth, M. W. Stevens, W. F. Hoyle, I. L. Goldenberg, S. Koudak and C. W. Olson.

BACK AGAIN.

A Chinese, named Cheung Hung, was charged with disobeying a deportation order. He was banished from the Colony for ten years last July and was re-arrested on December 7th.

Prisoner has to answer a further charge in connection with a robbery. His Lordship therefore deferred sentence.

THREE CHARGES AGAINST A DISTRICT WATCHMAN.

Choi Ping, a district watchman, whose duties included the inspection of Chinese brothels, was charged with (1) demanding \$30 in money with menaces; (2) stealing \$50; and (3) accepting or obtaining a bribe of \$50.

Prisoner pleaded "not guilty."

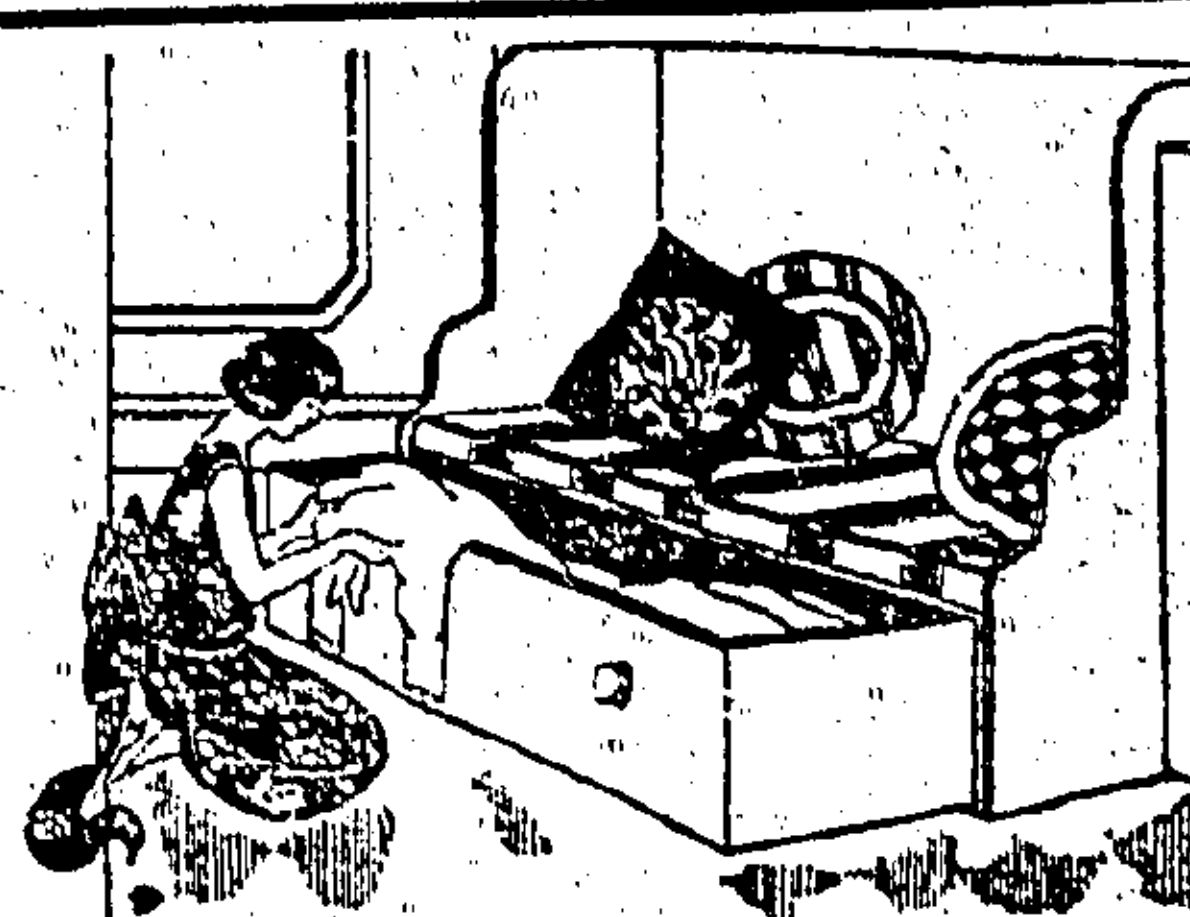
Mr. Dyer Ball (for the Crown) said that on December 5th prisoner visited a house at Yau-mat-lai. He demanded to see a certain girl, whom he accused of not being registered. He said he would arrest her. The mistress of the brothel objected, and prisoner then demanded \$100. Failing to obtain this amount, he asked for \$50. Eventually the woman handed over \$50. Prisoner was not supposed to go to these houses alone, but only as an interpreter to the inspector.

The mistress of the brothel gave supporting evidence. She handed over the money very unwillingly, she said, and had to borrow it.

Cross-examined by Mr. Campbell Prosser (for defendant) witness denied that she had made up the story of Choi Ping's visit because she was disappointed at not getting a license for one of her girls.

At this stage the Court adjourned until this morning.

(Continued on page 4.)



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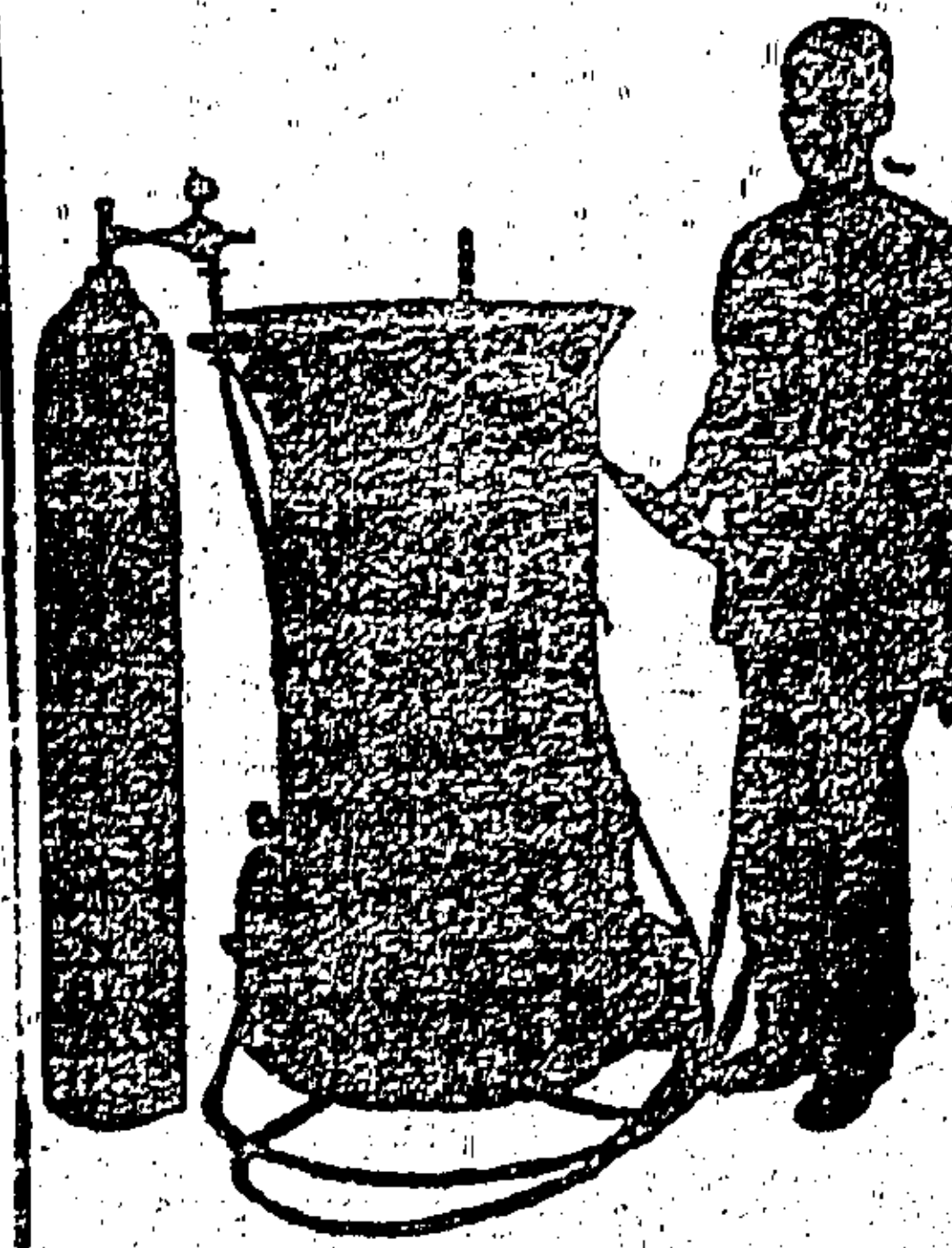
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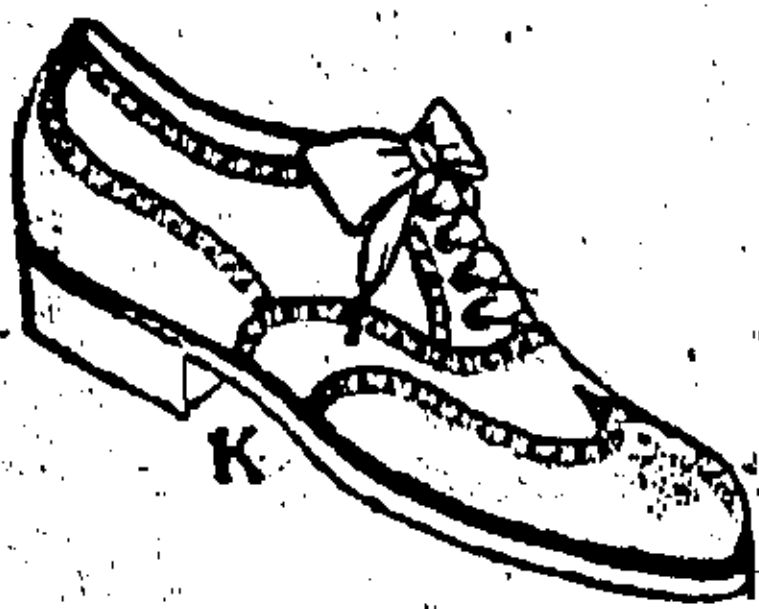
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CRIMINAL SESSIONS.

(Continued from page 3.)

[RECOVER HIS HONOUR THE PRISONER JUDGE
(MR. JUSTICE GOMPERTZ).]

FIVE YEARS' IMPRISONMENT FOR ASSAULT.

STORY OF A STRUGGLE ABOARD A BOAT.

A young Chinese named Ng Kwai, was arraigned for assault, with intent to rob, in that he, with another not in custody, on December 11th, 1923, on board the licensed boat No. B3630V at Hung Hom Bay, assaulted Chung Sam with intent to rob her.

Prisoner pleaded "not guilty."
Mr. H. R. Holmes (Crown Solicitor) conducted the prosecution. Defendant was not represented.

Chung Sam, the watchman, said that when accused came aboard he said, "Don't make a noise, or I will stab you to death with this dagger." It was then one o'clock in the morning. Witness saw the dagger: it was similar to the one produced in Court. When witness called out, a watchman heard her and blew a police whistle. Accused and his companion then dived into the water and swam towards the shore. Nothing was taken from witness' boat. Witness next saw defendant at 2 a.m. the same day, when he was in custody. She was sure that the man in Court was one of the two who came aboard her boat.

Another boatwoman gave corroborative evidence. She deposed to being awakened at about 1 a.m. on December 11th by cries of "help." She saw a man on the boat next to hers (that of the last witness) but could not recognise the man.

Xun Yin, a watchman employed at the Kowloon Docks, said that on the morning of December 11th he saw three men on the wharf. They were loitering. Suspecting their actions, witness concealed himself in order to watch their movements. Two went on board a boat which was lying off the wharf. The third stood on the wharf. A little later witness heard a woman crying for help. The man who was on the wharf then evaded arrest by running out from the wharf. The other two men were seen swimming from the boat they had boarded towards the wharf. They tried to climb on to the wharf. Witness hit him, one managed to climb up and ran into the docks. The other emerged and was again struck by witness. He succeeded, however, in getting away. Witness then went for assistance. After a while witness found defendant hiding under an incinerator. He was shivering as he was very wet. Witness handed accused over to the watchman-inspector. Later, witness collected two hats and a pair of slippers near where he had found the man.

Yun Pi Yuen, sergeant interpreter, deposed to taking down a statement from accused in which he said, "I did not assault the woman, I stood on a sand-bank there. She cried 'robbers.'—Lan, I did not rob her of anything."

This closed the case for the Crown. Accused did not elect to say anything. His Lordship said that the first boat woman's story was corroboratory of the other stories brought out in the case. The prisoner had told the court how he got aboard the woman's boat, by crossing a sump which was tied to the dock side. No knife was found at the time. Prosecutrix discovered it two days later. Prisoner said he did not assault the woman or rob her. If they believed the prosecutrix's story, the presence of the dagger might then be accounted for. Prisoner was found guilty and sentenced to five years' imprisonment.

The Jury empanelled comprised: Messrs. M. G. Archibald, C. H. Goety, P. K. Kurok, Chan Ki Soon, Pang Shiu Ming, G. Murray and G. L. Alves.

ARMS CASES

JURY REVERSE THEIR VERDICT.

A series of cases under the Arms Ordinance were tried.

The first prisoner (named Wong Ho) created a diversion. As the Jury filed into the box he clapped his hands. When questioned he replied "I quite appreciate them [the Jury] and am full of joy, so I clap my hands."

Prisoner pleaded "not guilty" to a charge of being in possession of 100 rounds of ammunition aboard the s.s. *Resident* on January 5th.

For the Crown it was stated that an Indian guard saw the prisoner at the bottom of a stairway on board the boat, with his coat only half on. The guard searched the man and under his armpit he was found to be carrying a parcel which contained the ammunition.

SONGS OF A FLAT.

MY GEYSER

(With Apologies to Rose Fyleman).

There's a geyser in the corner of my bathroom
That looked so big and beautiful and tall;
I simply hugged myself as I scanned it on its shelf,
"Till the workmen came and started on the wall.
They are hacking through the bathroom bricks and mortar.
In fitting what, I'm told, they call a "floo."
You wouldn't think that they would make a fresh hole every day—
Well, they do. Yes, they do!

There's a geyser in the corner of my bathroom,
I was hoping mine would be a primrose path.
"No more," I said, "I'll scrub in a half-filled Shanghai tub;
I've a geyser that will fill a full-length bath."
I always thought the object of a geyser
Was to pour out floods of water that was hot;
But, when I came to try, my whole theory went awry—
For it's not. No, it's not!

There's a geyser in the corner of my bathroom,
With half-a-dozen pipes that twist about;
And some of them, it's true, let the gas and water through,
Though as to which does which I'm still in doubt.
That steel or iron were waterproof entirely
I thought was axiomatic, so 't' speak;
But either that is wrong, or my pipes are not too strong—
For they leak. Yes, they leak!

E. W. H.

Prisoner alleged that the Indian guard saw the packet lying on the floor near an ice chest and asked him to pick it up. He maintained that he never had the parcel in his possession until he was ordered to pick it up.

The Jury first of all returned a verdict of "not guilty" by four votes to three, but His Lordship said he could not accept that small majority. After having returned a verdict of "guilty" was returned, and sentence of five years' hard labour was passed.

A SENTENCE OF SIX YEARS.

Pleading guilty to having in his possession three revolvers and 100 rounds of ammunition, Cheung Sang was sentenced to six years' with hard labour.

WHY HE WAS ARMED.

Another prisoner, Yau Sang, also pleaded guilty to being in possession of a dagger on Kowloon City Road on December 9th. His excuse was that friends had told him that he had some enemies, and advised him to go about armed. Prisoner did not, however, report the alleged threat to the police. Sentence of three years' with hard labour was passed.

ANOTHER EXCUSE.

A cement worker named Lam Tsoi was charged with possessing a dagger at To Kwa Wan on December 28th. He pleaded guilty and said that his work involved the picking out of small stones from large lumps of cement. Hence his possession of the weapon. He was sentenced to twelve months' imprisonment with hard labour.

THE SIGN OF THE PALM LEAF.

20 YEARS FOR A KIDNAPPER.

The two Chinese who were found guilty at the November Sessions of kidnapping Chan Hing Leung, son of Chan Yan Po, the manager of a Canton pawnshop and partner in the Kwong Fuk Sing firm in Hongkong, were yesterday brought up for sentence. Prisoners' sentences had been deferred in order that they might return the boy to his parents. There was also a further charge of demanding \$30,000 as ransom. The youth disappeared on September 25th, 1923. Letters were sent to the father, asking him to send representatives, one to wear a palm leaf, to open negotiations with the kidnappers for the boy's return. Meetings took place, and the prisoners were eventually arrested.

Yesterday the first prisoner was sentenced to 20 years' hard labour on the first count and three years' hard labour on the second. Both sentences to run concurrently. His Lordship intimated that if the prisoner helped to get the boy back he (his Lordship) could apply to H.E. the Governor for a reduction of the sentence.

The second prisoner, who was charged on a minor count, was sentenced to three years' hard labour.

THE INNOCENT ABROAD IN THE ORIENT.

The various messes of the Municipal Police are chuckling tremendously over one of the innumerable *Frankonia* stories (says the *N.C. Daily News*). When one of the tenders arrived at the Customs Jetty a certain Inspector was on duty there for the purpose of seeing that even from the palatial *Frankonia* there should land only such persons as could be depended upon not to hemlock the fair name of this innocent city. He is a true-born son of Scotia and happens to be one of those who are inordinately proud of the splendid education all Scotsmen suffer from. To him there approached a lady with the remark—"I don't know, young man, if you speak English, but if it happens that you do, will you tell me the way to the Astor House?" Suppressing his astonishment, he replied, as a polite Scot should—"Certainly, madam. Straight down this road and turn to your right over the bridge. And then, lassie, ye gang right in." Or something like that. By this time another Shanghai man was in fits of laughter and the lady, turning upon him, indignantly remarked—"Well, how was I to know? I come to an Oriental country for the first time, and how should I know he wasn't a Chinaman?" Since when the Inspector's companions in mess have positively refused to speak to him in anything but Chinese, and he has been voted by all to be a singularly good looking Chinese.



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90 X 710	23.70	3.05
810	25.50	3.20
810	27.35	3.35
105 X 815	32.75	3.85
875	35.40	4.05
120 X 820	43.65	4.90
880	48.20	5.20
920	50.05	5.40
135 X 835	61.80	5.40
895	65.50	5.55
28 X 3	18.30	2.70
30 X 3 1/2	26.35	3.05

STRAIGHT SIDE TYPE

Rim Side	"Cord" Casings	Ring Shapes Tubes
32 X 3 1/2	35.40	3.20
32 X 4	38.30	3.85
33 X 4	39.10	3.85
34 X 4	40.95	4.10
32 X 4 1/2	52.70	4.90
33 X 4 1/2	53.70	5.05
34 X 4 1/2	55.40	5.20
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PIRATES MURDER SHIP'S CAPTAIN AND GUARD.

S.S. "TAI LEE" LOOTED: EIGHTY PASSENGERS KIDNAPPED.

BOATSWAIN TURNS PIRATE LEADER.

The s.s. *Tai Lee* was pirated on Sunday at midnight whilst on a voyage from Hongkong to Kowloon with between 200 and 300 passengers on board. The master of the ship, Captain Wilcox, was mortally wounded by the No. 1 boatswain, who, it is most emphatically stated, turned No. 1 pirate and treacherously shot down his master. Captain Wilcox has since died and his body was brought back to Hongkong on the pirated vessel last night. The six Indian guards resisted the pirates with the result that one of them was murdered and two others seriously wounded. The wounded men have been removed to hospital. Eighty of the passengers were taken for ransom and the pirates' loot is estimated at about \$20,000.

A STORY OF TREACHERY.

The story of the piracy of the *Tai Lee*, as told to a *Daily Press* representative on the return of the vessel to port at a late hour last night, is one of treachery from start to finish.

The vessel left Hongkong at 7 p.m. on Sunday for Kowloon with a general cargo and the number of passengers stated. She was searched by the Hongkong Police before leaving, but nothing incriminating was found on board. All went well until the vessel had just left Woonmoon, which is a Chinese Maritime Customs Station. Customs Officers came on board, cleared the ship, and she proceeded on her journey to Kowloon. Whilst she was in Woonmoon no passengers were taken on board, so that it cannot be stated that the pirates did not go on board at Hongkong. The time of her departure from Woonmoon was midnight and a quarter of an hour later the pirates commenced operations.

CAPTAIN SHOT IN COLD BLOOD.

Apparently the late Captain Wilcox was the first to learn of the presence of pirates on board. He was on the bridge at the time and was due to be relieved by the Chief Officer (Mr. J. Fletcher) at any moment. When Mr. Fletcher did go on to the bridge at his appointed hour (12-15 a.m.) the Captain was missing from the bridge and the No. 1 boatswain was there in his place. He asked the boatswain where the Captain was, and the boatswain replied that he had gone to his room, which, according to Mr. Fletcher, was an unprecedented thing for him to do, as he was always very particular about a strict watch being kept. Before the Chief Officer could make any further inquiries the No. 1 boatswain whispered in the Chief Officer's ear in a very confidential way "There are 60 pirates on board this boat. If you want to save your life you must go into the wheelhouse and stay there and do not move." And there the Chief Officer was compelled to stay, for no sooner was the confidential information imparted to him than the sound of shooting broke out practically simultaneously all over the ship, and it was not until after the pirates left the ship that the Chief Officer or anybody else discovered what had happened to the skipper. At first it was thought that he had been thrown overboard, but he was eventually discovered lying unconscious in a pool of blood in the lavatory. He had a bullet wound in his chest, another in his abdomen and yet another in his thigh. He was apparently shot early on and the consensus of opinion amongst the crew and the police in Hongkong is that he was shot by the No. 1 boatswain and dragged into the lavatory out of the way and there left to die.

According to another story, that of an alleged eyewitness, it is stated that the late Captain Wilcox was coming out of the lavatory when he was covered with two revolvers by the No. 1 boatswain, who told him not to move. Captain Wilcox is said to have defied the boatswain by attempting to move towards his cabin, where he kept his fire-arms. As he did so the boatswain fired a number of shots at him, three of which, as stated, took serious effect. The Captain collapsed, mortally wounded.

THE SHOOTING OF THE INDIAN GUARDS.

At the same time that the Captain was shot, the Indian guards, all credit to them, attempted to resist the pirates, but they were soon overpowered and disarmed. During the brief fight three of the six guards were shot down. One guard was shot through the heart, and was found lying dead on the upper deck by the Chief Officer after the pirates had left the ship. Of the two other wounded guards, one was shot through the arm and another through the leg, both sustaining serious fractures.

CHIEF ENGINEER IMPRISONED.

After this brief resistance the ship was soon in the hands of the pirates. The Chief Engineer (Mr. Dwyer) was ordered out of his bed and at the point of the revolver told to go and see that the engine were running all right. Afterwards he was ordered to go into the wheelhouse where he was kept a prisoner with the Chief Officer during the remainder of the time the pirates were on board.

WHERE THE SHIP WAS TAKEN TO.

The pirates then ordered the pilots to alter the course of the vessel. From midnight to 1 a.m. the vessel was kept under way, and by that time she had reached a point on the coast to the West of Malin. The anchor was dropped and preparations were made for taking away the loot. In the interval the passengers had been searched and all their valuables confiscated, while about 80 of the more prosperous looking were sorted out with a view of holding them for ransom.

PIRATES NOT MET BY JUNKS.

Strangely enough the pirates were not met by junks. They used ship's lifeboats to transport themselves to the shore, three being used and abandoned on the beach once they had landed. Two of the lifeboats are still missing but the third was recovered by the H.M.S. *Robin* floating close to the spot where the pirates went ashore. The boatswain and the piratical members of the crew also went ashore, taking with them the eighty passengers whom they had decided to hold for ransom. Fortunately, the comrades of the ship did not carry much money in his department, so that the pirates' loot was confined to what could be stolen from passengers.

CAPTAIN WILCOX RECEIVES MEDICAL TREATMENT.

At 4.40 a.m. the pirates had left the ship. The Chief Officer at once heaved anchor, turned the ship about and made for Pakkai, which is a mission station. During this journey the Captain was discovered unconscious in the lavatory. It was realised that he was in a serious condition and the ship was pushed to Pakkai at the fastest possible speed. She arrived at Pakkai at 6.15 a.m. and by 6.30 a.m. two mission doctors were on board.

They examined the Captain and pronounced that the only chance of saving his life was to operate on him immediately. He was removed to the Marion Bardsley Hospital at Pakkai where the necessary operation was performed, but some two or three hours later the unfortunate Captain died. At 12.30 p.m. yesterday his body was brought back on board the vessel which he had commanded for several years and later was brought to Hongkong.

THE H.M.S. "ROBIN" ARRIVES ON THE SCENE.

Whilst the *Tai Lee* was at Pakkai H.M.S. *Robin* arrived on the scene and a report of the piracy was made to the Commander, who immediately went to the spot where the pirates had landed and scoured the coast for them. But by this time they had disappeared and the only clue the warship found was the empty life-boat, which was later handed over to the s.s. *Tai Lee*.

ARRIVAL OF THE SHIP IN HONGKONG.

About 1 p.m. the *Tai Lee* steamed out of Pakkai and proceeded to Kowloon, her proper destination, where her passengers were disembarked after which the ship returned to Hongkong, arriving at the Ping On Wharf at 3.10 p.m. The police were informed of the piracy and they made arrangements for the removal of the two dead bodies—those of the Captain and the Indian guard—to the mortuary whilst the other two wounded guards were left behind at Pakkai.

It is stated that the arms used in the piracy were hidden in a sand-box on the upper deck whilst it is also alleged that about ten days ago, just as the *Tai Lee* was leaving Hongkong for Kowloon, a sampan came alongside the vessel and handed a parcel of arms to some of the members of the crew.

THE LATE CAPTAIN WILCOX.

The late Captain Wilcox was about 60 years of age. He was unmarried and has been in the employ of the owners of the s.s. *Tai Lee*—the Wo Yick Company, No. 11, Wing Lok Street—for many years. He has been in command of the *Tai Lee* for the last six to eight years and prior to that was in charge of the s.s. *On Lee*.

THE NEW EUROPEAN Y.M.C.A.

FOUNDATION STONE LAID BY H.E. THE GOVERNOR. YESTERDAY'S CEREMONY AT KOWLOON.

The foundation stone of the new European Y.M.C.A. building, which is being erected in Salisbury Road, Kowloon, was laid yesterday afternoon by His Excellency the Governor (Sir R. E. Stubbs, K.C.M.G.). The foundation stone was laid close to the corner of Salisbury Road and Hankow Road and bears the following inscription:—"This foundation stone was laid on January 21st, by His Excellency the Governor, Sir R. E. Stubbs, K.C.M.G." The inscription is surmounted by the Association's famous sign—the crossed triangles—placed inside two circles.

The new building is to be one of five stories and will cost something over \$300,000 to build, and a considerable sum of money to equip and furnish. On the first floor will be the general office, lounge, dining rooms for members and non-members, and there will also be on this floor two club rooms and a ladies' room. The second floor is to be used for bed rooms for temporary visitors, whilst the third and fourth floors are to be reserved for monthly boarders. The contractor for the building is Mr. Lam Woo, and the architects are Messrs. Leigh and Orange.

There was a large gathering present at yesterday's ceremony, which was presided over by the Hon. Mr. H. E. Pollock, K.C., Chairman of the Y.M.C.A. in Hongkong. Amongst others present were: Sir Claud Severn, the Director of Education (the Hon. Mr. E. Irving), Sir Robert Ho Tung, Mr. A. G. M. Fletcher, C.M.G., the Rev. T. W. Pearce, Mr. J. L. McPherson, the Bishop of Victoria (the Right Rev. Dr. Duppuy), the Rev. J. Kirk Macdonald (Minister of the Union Church, Hongkong), the Rev. G. R. Lindsay, Mr. W. L. Leask and many others.

The ceremony was opened by a short prayer by the Rev. J. Kirk Macdonald. The Hon. Mr. H. E. Pollock, after thanking His Excellency for coming to lay the foundation stone, said: The European Y.M.C.A. was opened on the 1st May, 1901, and for ten years it occupied the top floor of Alexandra Buildings, during which period it did much useful work which was appreciated by the members of the Association and by the community at large. In June, 1911, an outbreak of plague necessitated a change of quarters and by kind permission of Messrs. Alexander Ross and Co. temporary quarters for the members, but without sleeping accommodation, were arranged at No. 4, Des Vaux Road Central, where the Hongkong and Shanghai Banking Corporation annex now stands. These quarters contained an office, a reading room and a billiard room only, and proved inadequate for the successful working of the Association. Accordingly, in the year 1916, it was considered advisable to temporarily suspend work until more suitable premises could be obtained. A canvass for funds was made in June of that year which resulted, owing to the strenuous efforts of our late Governor, Sir Henry May, in the securing of a sum of \$140,000 for the purpose of erecting a new building, the money thus raised being sent home and invested in war loan.

Subsequently various sites were suggested for the new building of the Association, two of such sites being of the Victoria side of the Harbour, but ultimately the directors decided on the present admirable site which your Excellency has kindly secured for us, with the assent of the Secretary of State for the Colonies. About the same time the funds at the disposal of the directors were considerably augmented by the gift from the International Committee of the Y.M.C.A. of \$75,000 gold subject to conditions which were acceptable to the directors as to the provision of certain accommodation in the building for American and British Service men.

We have therefore at our disposal a sum which amounts, with accrued interest, to \$300,000 Hongkong currency, and this sum of money will suffice to put up and to furnish and equip a five-story building at a cost of over two lakhs of dollars consisting of two lower floors for social recreation and one middle floor for transients and two upper floors for monthly residents, the accommodation being sufficient for 30 transients and about 36 monthly residents. Later, when funds are forthcoming, it is proposed to make additions which will include a swimming bath, bowling alleys, a gymnasium and more bed rooms. These additions will be made as funds become available, and perhaps I may be permitted to take this opportunity of inviting some generous person or persons to make a donation for one of the above objects so as to enable us to make the necessities for wholesome recreation as complete as possible.

Before concluding my remarks as to the past history of the European Y.M.C.A. I should like to express our very great indebtedness to Mr. J. L. McPherson who has acted as our Hon. Secretary for the past ten years, and who has been mainly instrumental in procuring the grant from the Y.M.C.A. International Committee of \$75,000 gold, and who has during his holidays last year, been in touch with the Y.M.C.A. at Home as to the kind of secretary whom we shall require out here, as our building is approaching completion. (Applause.)

The Board of Directors earnestly hope that this building, at the commencement of which we are assisting to-day, will be the home of men who are self-sacrificing, steadfast and strong; men who will work unselfishly for the benefit of others and for the general welfare of this Colony.

I will now ask your Excellency to kindly lay the foundation stone with this silver trowel which it is hoped that you will accept as memento of the present occasion. (Applause.)

SPEECH BY H.E. THE GOVERNOR.

HIS EXCELLENCY, before proceeding to lay the stone, said he could only express regret that his predecessor was not living to receive the report of the laying of the foundation stone of this building. Had it been possible for him to be present he would have been very pleased to see the admirable work he started in the way of collecting funds for the building had been carried out.

"The Government," His Excellency said, "is fully aware of the valuable work of the Y.M.C.A. is doing. I knew it myself in other parts of the world, and recognising the value of its work we have had great pleasure in placing at its disposal one of the best sites in the Colony. It is a site which has the advantage at all times of whatever breezes there may be, and I congratulate the directors on their wisdom in selecting a site on this side of the water, instead of on Hongkong, where it would have been very difficult to obtain a satisfactory site."

"I am glad to hear that it is proposed to provide a bowling alley, swimming pool and a gymnasium. I am sure these facilities will be of the greatest value to the young men and I hope that the time will come when the generous donors, referred to by Mr. Pollock, will come forward in such numbers that it may be possible to extend the work of the Institution."

Referring to the athletic side of the institution, His Excellency went on to say that anything in the nature of field games on this site would be impossible, but he thought they might hope to have these further out and he would assure the directors that any scheme on those lines would have his sympathy. (Applause.) There was one further point for which he desired to enter a plea. It had not been mentioned by Mr. Pollock. He felt sure that the establishment of a good library in the institution, from which people could borrow books which members of the Mercantile Marine could take on voyages, would immensely increase the importance and value of the institution. He would like the directors to consider the point he had raised.

Regarding accommodation His Excellency said the Institute would render splendid service by providing permanent accommodation for young men who could not otherwise obtain suitable accommodation in surroundings within their means. Then, again, it would meet another difficulty in that it provided for young men passing through the Colony and who only stay in Hongkong for two or three days during which time, if they were not looked after, they might possibly get into mischief. He was sure also that the Institute would be of great value to His Majesty's Forces, especially when the time came when the military would not be quite such a prominent feature in Victoria. When they had to live on the outskirts of Kowloon it would be very convenient for them to look in. The success of the Institution he regarded as assured, and in case he was not here when the building was finally completed he would like to congratulate the directors on their success.

"I should like to mention incidentally," concluded His Excellency, "one name which Mr. Pollock omitted; that is the name of Mr. Matthew John Stephens who was undoubtedly the greatest donor of the large sums of money collected by Sir Henry May. I conclude, Mr. Pollock, by wishing the Institution every success, and I now proceed to lay this foundation stone."

His Excellency then stepped off the special platform and went to the front of the foundation stone where after he had assisted to spread the cement under the stone it was lowered into its final position. His Excellency then said: "I lay this stone with the confident hope that the work of the Institution will redound to the advantage of the community and to the glory of God."

The Hon. Mr. Pollock then placed in a cavity at the back of the foundation stone a casket, which he explained, contained the names of His Excellency the Governor, and the present directors of the Y.M.C.A. The newspapers of the day and some Hongkong coins would also be enclosed.

A dedicatory prayer by the Bishop of the Diocese (the Right Rev. Dr. Duppuy) concluded the proceedings.

THE ALLEGED PIRATE GANG.

THE POLICE TAKE MORE DEFINITE ACTION.

In connection with the rounding up of an alleged dangerous piracy gang, numbering over 20, who are said to have been concerned in many of the recent big piracies, eight persons, including one woman, were brought before Mr. J. R. Wood at the Magistracy yesterday morning. This makes 11 persons who have been brought before the Court in all. In each case the police had prepared a number of charges against the defendants, some of which were of a minor character including a charge of possession of four tins of opium. Yesterday, when the defendants came before the Court the more serious charge of piracy had been added in nearly every case, whilst a number of minor charges were dropped.

Mr. T. M. Haslerigg, Assistant Crown Solicitor, is conducting the case for the police, the hearing is to be commenced to-morrow.

FOOTBALL.

HONGKONG F.C. v. H.M.S. "DURBAN."

The following players will represent Hongkong against H.M.S. *Durban* on the Hongkong F.C. ground to-morrow (Wednesday) at 4.30 p.m. sharp:—Wavish; Wynne and Bishop; McKelvie, Stewart (capt.) and Lollitt; Charlesworth, Eaton, Johnson, Wash and Begg.

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	A BANJO SONG...		THE RIVER OF YEARS
2693	TOMMY LAD Allin, Bass	2328	GOD SHALL WIFE
	KING CHARLES		AWAY ALL TEARS

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NEW ADVERTISEMENTS

THE KOWLOON LAND AND BUILDING CO., LTD.

NOTICE.

A MEETING OF THE CREDITORS of the Company will be held on the SEVENTH DAY OF FEBRUARY, 1924, at the Office of the Hongkong and Shanghai Banking Corporation, Ltd., in the Colony of Hongkong, at Eleven THIRTY O'CLOCK in the FORENOON, pursuant to the provisions of Section 181 of the Companies Ordinance 1911.

At this Meeting the Creditors will be asked to determine whether an application shall be made to the Court for the appointment of any person as Liquidator in the place of or jointly with myself, the Liquidator appointed by the Company, or for the appointment of a Committee of Inspection.

L. S. GREENHILL.

Liquidator.

THE KOWLOON LAND AND BUILDING CO., LTD.

Hongkong, 21st January, 1924. [238]

NOTICE TO CONSIGNEES.

The Steamship "WRAY CASTLE".

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained unless notice to the contrary be given before 21st inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 4th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst. at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 21st January, 1924. [234]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK via LIOLO.

CONSIGNEES per Company's Steamer "TALITHYBIUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 21st January, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th January, will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 9th February, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st January, 1924. [225]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "AGAPENOR" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 22nd January, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th January, will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 11th February, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st January, 1924. [231]

HUGO STINNES LINIE.

NOTICE TO CONSIGNEES.

THE Steamship "SCHEER".

having arrived, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf & Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered on Monday, the 25th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 25th inst., at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

All claims must reach us before the Monday, the 4th February, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st January, 1924. [223]

NEW ADVERTISEMENTS.

GOVERNMENT BILLS, ETC.

TENDERS for SPECIE and MEXICAN POLLAIRS current in this Colony, for Telegraphic Transfer, on the Lords Commissioners of His Majesty's Treasury, London, up to and for the sum of £20,000, will be received by the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, until 11 o'clock a.m. on the 22nd JANUARY, 1924.

The Tenders to state the total amount (in pounds sterling). No Telegraphic Transfer will be made for less than £100.

The Tenders to be in duplicate, and in Sealed Covers, addressed to the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, and endorsed "TENDERS FOR GOVERNMENT BILLS, ETC."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

Persons tendering for (Bills) are hereby notified that, having regard to the provisions of the Acts 22 George III, Cap. 45 and 41, George III, Cap. 52, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills).

The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporate capacity and made for the general benefit of the Company.

R. A. DOBSON, Esq., R.A.P.C., Treasury Chest Officer.

His Majesty's Treasury Office, Hongkong, 22nd January, 1924. [230]

NOTICE.

ANY Persons having Claims against the Estate of the Late M^r. ARTHUR J. DOBSON, Chief Constructor, H.M. Dockyard, Hongkong, are requested to present them in writing to the CIVIL SECRETARY, H.M. Dockyard, Hongkong, Not Later than MONDAY, the 28th JANUARY, 1924.

S. COLLETT, Civil Secretary.

H.M. Dockyard, Hongkong, 21st January, 1924. [217]

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY SIXTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., on MONDAY, 28th JANUARY, 1924, at 11.15 O'CLOCK in the FORENOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1923.

The REGISTER OF SHARES of the Company will be CLOSED from Friday, 18th January, to Monday, 25th January, both days inclusive, during which period No Transfer of Shares can be registered.

By Order of the Board of Directors, L. S. GREENHILL, Acting Secretary.

Hongkong, 11th January, 1924. [198]

HONGKONG LAND RECLAMATION COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the TWENTY THIRD ORDINARY GENERAL MEETING OF SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., on MONDAY, 28th JANUARY, 1924, at 11 O'CLOCK in the FORENOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1923.

The REGISTER OF SHARES of the Company will be CLOSED from Friday, 18th January, to Monday, 25th January, both days inclusive, during which period No Transfer of Shares can be registered.

By Order of the Board of Directors, L. S. GREENHILL, Acting Secretary.

Hongkong, 11th January, 1924. [196]

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED AND FOURTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Office of the Company, No. 44, Des Voeux Road, on FRIDAY, 1st FEBRUARY, 1924, at 12 O'CLOCK Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from Saturday, 19th January, to Friday, 1st February, 1924, both days inclusive, during which period no transfer of shares can be registered.

By Order of the Board of Directors, JOHN ARNOLD, Secretary.

Hongkong, 8th January, 1924. [179]

S.S. "CORDILLERE."

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE, LES, &c., also Cargo ex "YANG TSE" from COGNAC, &c., in connection with above steamer are hereby informed that their goods with this exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the undersigned. Goods remaining undelivered after the 23rd instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to us on or before the 27th instant, or they will not be recognized.

All damaged packages will be examined on Wednesday, the 27th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSCH, Acting Agent.

Hongkong, 17th January, 1924. [215]

INTIMATIONS

HONGKONG ST. ANDREW'S SOCIETY.

BURN'S NIGHT DINNER

IN THE HONGKONG HOTEL.

At 8 P.M. on FRIDAY, 25th JANUARY.

His EXCELLENCY, SIR REGINALD EDWARD STUBBS, K.C.M.G., will be present and will propose the Toast of the Evening.

Will those who desire to be present, kindly forward their Names to me Not Later than the 22nd INSTANT.

D. K. ELAIR.

Hon. Secretary.

Hongkong St. Andrew's Society.

BRITISH EMPIRE EXHIBITION.

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Kowloon Docks, 15th January, 1924. [207]

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DEATHS.

KILBY.—At the residence of her sister, 44, Grenville-gardens, Palmer's Green, N., on December 17th, ANNIE BRITAIN KILBY, aged 48, widow of E. FLINT KILBY, of Yokohama.

McLEISH.—On December 15th, EMMA C. McLEISH, widow of Wm. McLEISH, late of Tientsin, of 10, Kensington Gate, London.

PINCNEY.—At Eastmount, Salisbury, on December 17th, FANNY LOUISA, widow of JOHN PINCKNEY, late of Manor House, Great Durnford, Salisbury, aged 80.

POWELL.—On December 16th, CHARLES SALTER POWELL, of 43, Normandy-avenue, Barnet (late of Amoy, China), in his 80th year.

Hongkong Office: 14, Charter Road.
London Office: 121, Fleet Street, E.C. 4.

The Daily Press.

HONGKONG, JANUARY 22ND, 1924.

KOWLOON'S TRAFFIC PROBLEM.

We do not know quite what the present position is with regard to the proposed tramways for Kowloon. In the last Budget a sum of \$10,000 was provided

"in respect of the laying of tramways in Kowloon," and in his general review of the Budget, H.E. THE GOVERNOR explained that the proposal is that the Government should lay the track and that the undertaking should be worked by private enterprise. Tenders had been invited accordingly. "The great demand which has sprung up in connection with the recently-established motor-bus service," His EXCELLENCY said, "is proof, if any were needed, of the necessity for finding an early solution for the traffic problem in Kowloon, and, if it should happen that satisfactory tenders in respect of a tramway service are not forthcoming, steps will be taken to establish a reliable service of motor-vehicles running to schedule and at fixed fares to all parts of Kowloon and New Kowloon."

The Hongkong Tramway Co., in fact, has on many occasions applied to the Government for a concession and were prepared to construct the tramway nine or ten years ago, but apparently the Government's views as to the terms of the concession did not commend themselves to the Company. In 1921 the Government considered the question of a public motor service instead, and

advertised for tenders. The Hongkong Tramway Company submitted a tender asking for a substantial subsidy, which they considered necessary to make a motor service on the conditions laid down remunerative. We do not know whether any other tenders were received, but no tender was accepted, and the motor-bus scheme was apparently abandoned in favour of the tramway project. Within the last three months we have seen an advertisement in Shanghai papers inviting tenders for the privilege of running a tramway service in Kowloon, but as tenders may be put in up to the end of the present month the matter remains in abeyance.

Meanwhile, the necessity for finding an early solution for the traffic problem at Kowloon is being increasingly emphasised. There is evidently more money in the motor-bus than the Tramway Company imagined when it asked for a substantial subsidy. It is no secret that the first motor-bus company which started in Kowloon found it to be a very profitable enterprise when once the management was entrusted to a competent European. The evident success of the pioneer company led to the formation of first one rival Chinese company and then another. At the present time three Chinese companies are operating in Kowloon, and we understand that they have between them some seventy or eighty busses. It is no uncommon sight to see from ten to fifteen of these queer-looking vehicles lined up at the ferry wharf competing for the traffic from the ferry. Presently the motor traffic on the streets of Kowloon is to be increased by a large number of taxicabs, and it has become high time that the Government came to a definite decision as to regulating the traffic at Kowloon.

The motor busses now in use are of a primitive type that we should like to see speedily eliminated. They have served a useful purpose in proving that a demand for this rapid means of transit exists, and these services, which have made the outlying parts of Kowloon more easily accessible, have no doubt encouraged much of the building development that is going on in what is called New Kowloon. But it is evident that fewer busses of a more commodious type would adequately serve the needs of the district. We notice that the pioneer company—the Kowloon Motor Bus Company—has just imported a greatly improved type of bus, capable of carrying probably forty passengers. It has not yet been licensed for service, as the authorities, we understand, are inclined to the view that it is too heavy for the roads, while the Company's expert is trying to convince the authorities that its regulations in this respect would not be violated by the new type of bus, having regard to the distribution of its weight. We hope the roads of Kowloon are not so fragile as to form an argument for the continuance on the roads of the slight, ramshackle-looking vehicles that now career over them. The need is obviously for busses of such a type as the one recently imported, but we imagine no company is likely to incur the expense of a fleet of such busses without the guarantee which go with a monopoly of the service. We take it that this is what the Government had in mind when it intimated that if satisfactory tenders for a tramway are not forthcoming, steps would be taken to establish "a reliable service of motor vehicles," for it is a plain intimation that the Government does not regard the present services as coming within that category. It is obviously desirable that the steps contemplated should include, amongst other things, a more modern and commodious type of bus than that now on the roads of Kowloon, and also fixed stopping places. We must confess to a wish to see this public utility in the hands of a British company employing a staff of competent technical experts, who could be counted upon to maintain the service in such a state of efficiency as the community has a right to expect.

There will be a tea dance, at the Helena May Institute, on Thursday, 24th instant, at 5.30 p.m. Tickets \$1.00.—Advrt.

Mrs. C. A. Middleton-Smith returned to the Colony from Home by the *Hakozaki Maru* on the 20th inst., accompanied by her eldest son.

Fourteen cases of small-pox notified during the forty-eight hours ended the 20th inst. included one British and one American case.

Children's Hour at the Helena May Institute on Friday, January 25th, at 5.30 p.m. Subject: "Flora" by Lieut. R. R. Beauchamp.—Advrt.

A lantern lecture will be given by the Rev. J. Kirk Macdonald at the Union Church Literary Club, meeting this evening. The lecture will be on "Scenes from Chihli and Shanling" and will be given in the Church Hall, Kennedy Road, at 9 p.m. All are welcome.—Advrt.

W. L. Paterson (Hongkong M.S.) was among the candidates who passed the recent examination of the London School of Tropical Medicine.

The engagement is announced in a Scottish paper of Mr. Harold Green, Superintendent of the Botanical and Forestry Department, Hongkong, to Miss Nora Anthony, second daughter of Geo. G. Duncan, of 2, Ravelston Place, Edinburgh. The marriage will shortly take place.

The forthcoming wedding are announced of Lieut. Richard Ralph Beauchamp, R.N., H.M.S. *Tamar*, to Miss Sarah Millicent Nicholl; Mr. William George Jarvis, Chinese Maritime Customs Officer, Lin Tin, Customs House, to Miss Ellen Reid, *en route* from England per the *s.s. City of York*.

A Chinese officer, who recently obtained a pilot's certificate at the military aerodrome at Dübendorf, near Zurich, has bought on behalf of his Government a considerable number of fast Fokker and Henriot aeroplanes. He has also bought two Swiss hydroplanes, which after tests will be transported to China under the supervision of Chinese officers.

The Royal Humane Society has awarded its Silver Medal to Wilfred S. Pryor, member of the staff of the Chinese Engineering and Mining Co., for his heroic action in saving a Russian who was being swept out to sea by a terrific flood which visited the Chinwangtao district of North China on August 13th. Mr. Pryor narrowly escaped with his own life.

It is understood that two members of a party of eight local residents who went on a picnic trip to Lantau Island on Sunday morning, the 19th inst., were reported missing yesterday. The other six returned on Monday morning, after crossing from Cheung Chau by sampans. They state that their launch failed to return to the island to pick them up. After the sampan trip, the six made the journey to Hongkong by private launch.

The Royal Humane Society on December 12th awarded the Silver Medal to Tom Henry Teague, A.B., of H.M.S. *Tamar*, for his gallantry in saving Lieut. Thomas H. Dickson, serving on Submarine *L9*, when that vessel sank during a typhoon off the Naval Dockyard at Hongkong on August 18th.

COMPANY MEETING.
CHINA LIGHT AND POWER CO., LIMITED.

An extraordinary general meeting of the shareholders of the China Light and Power Co., Ltd., was held at the

CABLES.

LATEST CABLES.
(THROUGH REUTER'S AGENCY.)RAILWAY STRIKE IN
BRITAIN.

MEMBERS STRIKING SOLIDLY.

LONDON, January 20th.

The early morning reports from all parts of the country confirm the Locomotive men's claim that members are striking solidly. A few cases are also reported of men belonging to the National Union of Railwaymen sympathetically striking. Thus members of both unions have made common cause at Warrington, while a number of N.U.R. men at Crewe, are acting as strike pickets.

The London, Midland and Scottish railways are promising sixty per cent. of the normal service, but the extent of the N.U.R. defection, on which everything depends cannot be determined until later in the day.

STATES OF AFFAIRS IN LONDON.

While Paddington is congested with dejected mainline trains, the situation at other London termini is not so bad.

An official at Waterloo stated this morning that two or three mainline trains had run since midnight, and suburban trains were arriving very well.

St. Pancras is comparatively busy.

An official at Euston optimistically declared that they could get passengers on their system anywhere today, with luck.

The underground railways, buses and trams were crowded to their utmost capacity this morning, while thousands of motor-cars were employed to bring workers to the city.

N.U.R. MEN ALREADY WITH STRIKERS.

Mr. Bromley this morning stated that the response to the strike call exceeded expectations, and the position would strengthen in the next two or three days. He claimed that the National Union Railway men locomotive crews were in a great many cases, already with the strikers.

RAILWAY MANAGERS SAY N.U.R.
MEN ARE LOYAL.

Contrary to Mr. Bromley's claim, it is stated that the offices of the railway managers that the vast majority of N.U.R. drivers and firemen are loyal to their union.

A few men here and there have struck in sympathy with Mr. Bromley's union, but most of the N.U.R. men reported for work this morning and more are expected this evening.

EARLIER CABLES.
CONFERENCE PROVES ABORTIVE.

LONDON, January 20.

It now transpires that the representatives of the Trades Union Congress Council and the executive of the Locomotive Union at midnight met separately. They never jointly conferred, although Mr. Fred Bromley, the secretary at the Council, consulted the Executive and reported the efforts of the Council to meet the grievances of the Union. The Council representatives, while awaiting a call from the Union, sang songs, led by Mr. Ben Fildes.

The Council representatives appeared very disappointed at the failure of their mediation efforts and the Executive's decision to proceed to a strike. Mr. Bromley stated that as far as the Council is concerned there will be no further conference with the managers today. The Union's decision rendered this unnecessary.

STATEMENT BY RAILWAY
MANAGERS.

The Railway Managers have issued a statement that the terms which were agreed upon between the Trades Union Congress and the Managers yesterday, but which were rejected by the Locomotive Society, were as follows:—Provided the strike notices are withdrawn, the Companies will give an assurance that an immediate meeting with the two Unions concerned will be held with a view to considering and alleviating any hardships affecting individuals or groups of individuals arising out of the findings, which, after discussion, both sides are satisfied should be so alleviated. Any agreement reached would be applied immediately. Companies also give an assurance that there will be no demands arising out of the application of the decision.

N. U. R. MEN MAY SUPPORT
LOCOMOTIVE MEN.

Labour circles now regard a railway strike as inevitable. It is learned that the decision of the Locomotive Society's Executive not to postpone the strike is due to the railway companies' refusal to defer putting the wages upward into operation. There is considerable uncertainty with regard to the attitude of the N.U.R. men. It is believed that many of them will support the Locomotive Society.

The determination to adhere to the strike decision was marked by a crowded final meeting of London members of the Locomotive Society, held at the South London Palace this evening. The Secretary, Mr. Bromley, was warmly received and greeted with cries of "Honest John" and "We are going to strike back."

(Continued at foot of next column).

LATEST CABLES.

ANOTHER ANGLO-FRENCH
CRISIS.

A FRENCH "REPRISAL."

LONDON, January 20th.

Lord Crewe yesterday called on M. Poincare. It is understood that the Ambassador conveyed the British Government's protest and requested an explanation of Rhineland regie's action concerning which the London newspaper diplomatic correspondents comment warmly and anticipate another Anglo-French crisis. They declare it to be action in the nature of reprisal for Britain's refusal to hand over the Cologne railways to the regie.

NEW GOVERNOR GEN. OF
SOUTH AFRICA.

ARRIVES AT CAPE TOWN.

CAPE TOWN, January 20th.

The new Governor-General, the Earl of Athlone, and Princess Alice (the Countess of Athlone) were magnificently welcomed on their arrival aboard the *Endurance* Castle.

The city was gaily bedecked and docks and shipping were bright with bunting.

The landing was made in brilliant sunshine. Large crowds assembled at the docks.

EARLIER CABLES.

THE POLITICAL DRAMA.

CLIMAX APPROACHES.

LONDON, January 20th.

The climax to the political drama is approaching. It is anticipated that the fateful division, which is practically certain to result in the defeat of the Government, will occur at eleven o'clock on Monday night.

Meanwhile, it is understood that Mr. Ramsay MacDonald will take the Foreign Office in addition to the Premiership, and, according to the newspapers, he has made several provisional Cabinet appointments including:—Mr. Philip Snowden as Chancellor of the exchequer; Lord Haldane as Lord Chancellor; Mr. J. B. Clancy as Lord Privy Seal and deputy leader in the Commons; Mr. Sidney Webb as Minister of Labour; and Mr. Patrick Hastings as Attorney General.

It is stated that Miss Margaret Bondfield will be an Under-Secretary, being the first woman to hold Ministerial office in Britain.

ILLICIT DRUG EVIL.

WORLD CONFERENCE BEING
ARRANGED.

GENEVA, January 20th.

The Secretary-General of the League of Nations has invited all the Governments belonging to the League, or who are parties to the Opium Convention of 1923, to participate in a conference at Geneva on November 17th to seek measures to limit the manufacture of morphine, cocaine, heroin and their respective salts to the needs of doctors and scientists, as well as the production of raw opium and coca leaf necessary for the manufacture of the alkaloids. The programme of the conference will be drawn up by a committee of six members appointed by the League of Nations Commission for the Suppression of the Opium Traffic, including a representative of the United States and two European assessors of the Opium Commission. In order to facilitate the drawing up of the programme, the Secretary-General has asked the States concerned to transmit any proposal they wish to make to committee for preliminary examination.

GERMANY AND BRITAIN.

NOT MUCH HOPE FROM LABOUR
GOVERNMENT.

BERLIN, January 20th.

What is regarded as a most significant statement on German relations with Britain was made by Herr Hoesly, Minister of Occupied Regions, whilst addressing a meeting of the Centre Party. He declared that Germany must try to reach an understanding with France, with a view to establishing a *modus vivendi*. Germany should be careful not to place too large hopes on Great Britain, and her Labour Government.

THE SURPRISE OF THEIR
LIVES.

Mr. Bromley said they would not object to any Government running the mails or carrying food for the people, but any Government, even a Labour Government, which helped to run private railways during the strike would be blacklegging. They would stop nine tenths of the passenger and goods trains. The companies had been told that the Union was bluffing, but at midnight they would have the surprise of their lives. He intended to go calmly to bed, knowing that their men would cease work at midnight from one end of the country to the other.

STRIKE OFFICIALLY STARTED.

LIVER.

The Locomotive Society's headquarters shortly after midnight announced that the strike had officially started and the men had obeyed the call throughout the country.

FAR EASTERN CABLE
NEWS.

(THROUGH REUTER'S AGENCY.)

PEKING CABINET APPOINTMENTS.

PEKING, January 20th.

It is semi-officially reported that an agreement was reached this afternoon between Sun Pao Chi and Wang Kch Ming, whereby the latter will assume the Portfolio of Finance to-morrow.

One other vacancy is also in the process of being filled, as Sun Pao Chi has decided to appoint Chang Kuo Kan Minister of Education.

A mandate accepting Fan Yuan Lin's resignation and appointing Chang is expected this evening.

ARMS FOR SUN YAT SEN.

MANILA PLOT REVEALED.

MANILA, January 21st.

The arrest of five American soldiers for the theft and sale of army revolvers, reveals a plot for the export of arms to Sun Yat Sen through local Chinese sympathizers.

The thefts have been of almost weekly occurrence for more than a month, several hundred pistols and also a quantity of dynamite constituting the loot.

(BY COURTESY OF THE "DAILY BULLETIN.")

IMPEACHMENT OF FINANCE
MINISTER.

The House of Representatives forwarded a despatch from the Cabinet requesting that facilities be given to eight delegates from the special investigation committee to examine the records and documents of the Waihsiaopu and the Finance Ministry respecting the issue of the \$5,000,000 Treasury Bonds and the gold franc question in connection with the proposed impeachment of Wang Kch-ming.

FIGHT ON DUTCH STEAMER.

SERIOUS AFFRAY AT SHANGHAI.

SHANGHAI, January 20th.

One Chinese was killed and six seriously wounded and four German officers were severely beaten as the result of a fight on board the Dutch steamer *Pauk Rooster*, when 24 discharged firemen boarded the steamer and attacked the men replacing them.

The foreign officers, in attempting to intervene, were beaten with spammers, and crowbars. The officers fired revolvers, and shot seven of the rioters.

The police arrived and arrested 10.

ALLEGED HOUSE BREAKER
DISCHARGED.POLICE WITNESS FAILS TO APPEAR
IN COURT.

A Chinese at the Magistracy, yesterday, who was stated to be living at Woon Street, but without any apparent means of livelihood, was charged with breaking into the premises of the Maryknoll Mission at Kowloon.

Detective-Sergeant Doring said the defendant was discovered by a servant in the act of breaking the lock of the door, and, in the subsequent hue-and-cry, he was intercepted by a European and arrested, whilst running along Austin Road.

The Magistrate (Mr. J. R. Wood) was informed that the European Police Officer who received the prisoner into custody from the European was not present in Court (though his evidence was explained by Sgt. Doring not to be vital in the case).

Mr. Wood ordered the man to be discharged.

RECONSTRUCTION IN JAPAN.

HEAVY BRITISH SHIPMENTS.

Shipments from the United Kingdom of manufactures during November, included several heavy purchases from Japan in connection with reconstruction of ruined areas. Among other items Japan took from the United Kingdom 7,337 tons of tinplates, compared with 933 tons last year; 8,531 tons of galvanised sheet, compared with only 9 tons; and 23,607 tons of black sheets and plates, compared with 3,703 tons last year, and 2,010 tons in November, 1921.

LATEST CABLES.

MEXICAN REVOLT.

AN AMERICAN "WARNING."

WASHINGTON, January 20th.

The U.S.S. *Reckless* has arrived at Vera Cruz. The presence of the *Reckless* is intended to serve as a warning that Mexican Rebels must not interfere with American vessels in the attempted blockade of Tampico.

EARLIER CABLES.

MEXICAN TROOPS PASS THROUGH
W. S. TERRITORY.

NACO, ARIZONA, January 20th.

About two thousand Mexican Federal troops began crossing the international boundary this morning on a nineteen-mile trip through American territory, intending to re-enter Mexico via El Paso. Authority to allow this movement was received by the immigration inspectors from the State Department.

LATEST CABLES.

ANGLO-AMERICAN GOLF.

SAN FRANCISCO, January 20th.

The English professional golfers, Havers, and Ockendon, defeated the Americans, Samzen (professional) and John, Black (amateur), one hole up over a course of thirty-six holes.

HONGKONG RAINFALL
STATISTICS FOR 1923.

1923 was a year of surprises. Up to the end of July the rainfall was as much as 8 inches below the average; then came a record-breaking August—and to break a record is very unusual when that record is contained in 30 years' return; but the greatest surprise came with the deluge of 31st October. October is a month of very variable rainfall; it has a minimum of .01 inch and a maximum of 23.99 inches, the heavy rains being usually caused by typhoons, but the storm of October 30th-31st, 1923, was independent of any typhoon and caused a 24-hour rainfall record only—but a poor second—to that of the great storm of 1889. A comparison of the figures may be of interest.

1889.

20th May 7 a.m. inches.

8 " " " " 1.44

9 " " " " .48

10 " " " " 3.08

11 " " " " 3.35

noon " " " " 1.27

1 p.m. " " " " .07

2 " " " " " "

3 " " " " " "

4 " " " " .37

5 " " " " .40

6 " " " " .62

7 " " " " .02

8 " " " " .07

9 " " " " .30

10 " " " " .11

11 " " " " .54

30th May 1 a.m. " " 1.80

2 " " " " 2.30

3 " " " " 2.30

4 " " " " 2.40

5 " " " " 2.00

6 " " " " 1.63

7 " " " " 27.40

1923.

30th Oct. 10 a.m. " " .19

11 " " " " .34

noon " " " " .16

1 p.m. " " " " .15

2 " " " " .30

3 " " " " .32

4 " " " " .01

5 " " " " .02

6 " " " " .36

7 " " " " .04

8 " " " " .09

9 " " " " .94

10 " " " " 1.29

11 " " " " 2.13

31st Oct. 1 a.m. " " 2.82

2 " " " " 2.15

3 " " " " 1.25

4 " " " " 1.06

5 " " " " .09

6 " " " " .09

7 " " " " .26

8 " " " " .80

9 " " " " 10.09

The rainfall of August amounted to 34.31 inches, the previous maximum for that month being 30.00 inches. The total for the year was 106.74 inches; this has only been exceeded four times in the last 40 years. There is considerable variation in the rainfall of different parts of the Colony, the Matilda Hospital recorded only 94.60 inches, the Botanic Gardens 100.40 and the Tai Po Police Station 117.02 inches.

The tables below give the monthly rainfall for 1923 with the corresponding means and extremes for 40 years, and the yearly rainfall from the date of the opening of the Observatory (1884).—

Rainfall at Kowloon Observatory.

1884-1923.

1923. Mean. Max. Min.

January .13 1.29 9.43 .00

February .36 1.63 7.95 .00

March .08 2.74 11.49 .17

April 8.37 5.29 14.89 1.23

May 3.79 11.86 48.84 1.15

June 15.72 15.06 34.37 2.34

July 18.53 15.58 30.05 4.57

August 34.31 14.74 34.31 3.97

September 6.29 9.81 30.60 .93

October 17.54 5.02 63.90 .01

November 40 1.74 8.81 .01

December .32 1.09 4.90 .00

106.74 84.70 119.72 45.83

Yearly Rainfall at Kowloon Observatory.

1884-1923.

1884 73.42 1904 80.41

1885 108.92 1905 70.05

1886 69.17 1906 77.60

1887 66.20 1907 63.55

1888 104.56 1908 61.87

1889 119.72 1909 72.73

1890 70.13 1910 70.12

1891 11.82 1911 92.55

1892 50.97 1912 63.03

1893 69.96 1913 63.73

1894 104.25 1914 100.21

1895 45.82 1915 76.03

1896 72.78 1916 76.93

1897 100.03 1917 61.40

1898 57.03 1918 101.60

1899 72.70 1919 76.40

1900 73.73 1920 107.53

1901 55.78 1921 97.53

1902 87.50 1922 93.43

1903 63.65 1923 106.74

40 years' average 84.70 inches.

A MYSTERIOUS DEATH.

Although an old Chinese, who lived in the old brick kiln at Wo Hop Chik in New Territories, was found dead with a rope round his neck, the police are of the opinion that there has been foul play and that the man did not take his own life. It appears that the man, left his home on the 17th inst. to go to Tai Po to collect debts. Two days later he had not returned and his relatives sent out search parties. Look for him. His body was found amongst some trees about twenty-five yards from the pathway leading to the house to which he was apparently going.

PIRACY ON THE CHINA
COAST.

(CONTRIBUTED.)

At last some of the pirates said to have been concerned in the recent piracies have been arrested. It was about time.

Speaking from knowledge, I have no hesitation in stating that Hongkong has from its early days been the headquarters of pirates who make attacks on foreign shipping and also many of the attacks on native traders.

I have been patiently waiting for the only true remedy for piracy to be put into effect, viz., "Catch the pirates." Men of any nationality do not indulge in piracy when they know they will get caught.

Piracy was prevalent in many parts of the world in the old sailing-ship days. With the advent of steam, piracy soon became an unprofitable game—and ceased.

I have read during the past few months columns of twaddle about the necessary steps to take to prevent piracy; also, certain senseless regulations towards the same end.

To catch the pirates is not a difficult matter; it is an easy matter when so many are involved in these attacks. Truth is not so easy to catch them red-handed, for they certainly do not advertise their intentions, nor select a time when a gunboat is around, or a moment when officers and guards are all on duty and on the alert. The easy part is afterwards when they have, as is their custom, divided the loot, and each gone his own way to squander his share, and when it is gone look up the leaders and arrange to be one of the next gang after easy money.

I have observed a total omission of the first step necessary for the capture of such scattered bands, viz., the offer of suitable rewards for the capture of the ring-leaders or any of the members of the fraternity. The rewards should be graded, a large sum being offered for the leader, and smaller sums for those less guilty.

This omission is the more noteworthy in view of the fact that large rewards have been offered in far less serious matters not involving the danger of loss of life, as well as property, by the general public.

Having arrested one or more (and certainly some will have given away the others for sake of the reward), the others are picked up easily, for some will incriminate others in order to get free. However, I need not go into further particulars as to arrests as this is a simple police matter.

Having for three years worked under Sir John Jordan and others in the suppression of piracy, whom the former was British Vice-Consul at Canton, I ought to know something about these matters; especially as all the detective arrangements for locating and arresting the pirates, fell to my lot as well as the actual work of making the captures.

Our field of operations embraced the whole coast of Kwangtung; that is from Szeatou to the Tonquin border, including the Island of Hainan. On one occasion we captured a portion of a band of pirates operating on the West coast of Hainan and in the Tonquin Gulf. Seventeen of these men whom we handed over were beheaded at Hoihow. A boy of seventeen (son of the pirate leader) we did not hand over; I gave him a seaman's outfit and listed him with the crew. Next day the Taoist (Governor of Hainan) sent a demand for his rendition and Capt. Calder told me that we would have to surrender him.

My reply was that, having listed him as one of my men with his consent, I did not propose to give him up. I informed the Taoist's deputies that the boy was one of my seamen and that there was only one way for them to get him, and that was to fight me for him. They departed and failed to return. The leader of the pirate band and about sixty of his men, who were ashore when we captured their junk and those on board of it, escaped into the mountains. Subsequently, it was reported to me that they had taken refuge in Tonquin.

OLD TIMER.

HARBOUR ROBBERY.

ROBBERS USE MOTOR-BOAT TO
APPROACH VICTIM.

The circumstances surrounding a robbery on a "bum-boat," which occurred in the Causeway Bay Typhoon shelter late on Sunday night, are interesting in that the robbers used a motor-boat to board their quarry and that they also made their escape in the same motor-boat.

The gang of three robbers were apparently aware that the mistress of the "bum-boat" kept a lot of money on board. They were armed with fire-arms and after holding up the people on board they made off with \$221 in cash.

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Real equality, of course, is the one thing that can silence this particular crackling of thorns. Vague generalities about men or women cease to be useful directly men and women cease to be separate groups and become simply human beings. The younger generation trooping out of the schools and colleges and offices and workshops, where it

(Continued on next column.)

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TJIBAWONG	SHANGHAI	27th Jan.	29th Jan.	SHANGHAI
TJIBIKINI	JAPAN	27th Jan.	29th Jan.	MAKASSAR
TJIBEMBANG	NORTH CHINA	27th Jan.	29th Jan.	BATAVIA
TJIBOET	JAVA	1st Feb.	3rd Feb.	YOKOHAMA
TJIBANOEK	JAVA	1st Feb.	3rd Feb.	SHANGHAI & DALNY
TJIBESAR	PACIFIC COAST	5th Feb.	7th Feb.	—

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DOCKYARDS IN INDIA. POSSIBILITY OF CONSTRUCTING OCEAN STEAMERS.

Interesting evidence as to the possibility of the construction of ocean going steamers in dockyards in India and the necessity of State encouragement in this connection, was given at the meeting of the Indian Mercantile Marine Committee recently.

The Indian Engineering Association, in reply to the questionnaire said:—The Indian Engineering Association is strongly opposed to any further extension or development of the Government dockyards for ship-building purposes. Its members are very clear of the opinion that ships should be built exclusively in private shipyards. Competition as between the State and private enterprise as ship-builders should be altogether excluded. The present condition of the industry cannot be regarded as satisfactory, even apart from the fact that at the moment the shipyards are for the most part empty. But nevertheless the industry does exist, and the Indian Engineering Association is convinced that it is capable of great expansion.

It is generally accepted that formerly there existed some sort of ship-building industry in India. But the ships built were of course exclusively wooden ships. There has never been in India an industry engaged in the building of modern iron or steel steamships. There is no reason to suppose that the technical and scientific knowledge and equipment which are essential for the building of modern steamships. In short, the industry has to be created, and the way to create it is, in the opinion of the Association, to develop and to extend the nucleus of a ship-building industry which is at present in existence. There is no reason why the capitalists and the people of India should not engage in this industry just as they engage in the cotton and other industries.

It is the opinion of the Association that direct State aid in the form of construction bounties may prove to be necessary if Indian ship-builders are to construct large ocean-going steamers in competition with builders in other parts of the world. In any case the present one which deserves to be thoroughly investigated. State encouragement could also be afforded in various ways with great advantage to the industry.

Mr. A. Cameron, Chairman of the Association, was orally examined.

To the President: The Association were against the extension of Government dockyards.

Is that on the ground that Government concerns are not, as a rule, economically run or because it is competing with private interest?—The less business Government have to do the better for themselves.

You would not be adverse to Government aid?—To material encouragement.

Feasibility of CALCUTTA.

As far as ship-building in India is concerned, would you suggest Calcutta would be the best place to start with?—It is the largest centre.

Do you think sea-going ships could be economically built here?—Yes.

At the present time?—No. Later.

Witness then said that character, hard work and training combined were the essential necessary for the ship-building industry. The Association pressed for more technical education.

To Mr. Samaldas: The Indian Engineering Association was open to all firms who were manufacturers in engineering without any racial distinction.

Sir John Biles: You object to the extension of Government dockyards because they may compete with private shipyards?—They have been competing with private shipyards.

Is that the reason for your objection?—It is a reason but not the only reason.

Do you not think it is necessary for Government to have their own dockyards?—Yes, but only to carry out repairs.

Sir Arthur Froom: What you have in the back of your mind is that you would like to see Government?—We will put down the plan if you give us the order?—Yes.

That order would be irrespective of the cost of the ship?—Yes.

You would give Government figures at which you could build the ship. I am of course referring to ocean going ships?—Yes.

If those figures exceeded what Government could buy the ship at Home for, how would you proceed then?—Government should buy in the cheapest market.

To Mr. Roy: If there was a demand for ship-building in India, the necessary plant, etc., could be produced in the country in time as well as skilled labour, provided there was plenty of technical education.

A good deal of supervision was necessary in this country owing to the fact that the workers were illiterate, but that could be remedied by education.

To Sir John Biles: These were no Indians at present capable of running shipyards and not likely to be for a long time. There was plenty of cut throat competition.

WHISKY AS MEDICINE

1,347,573 GALLONS PRESCRIBED.

The humorous side of Prohibition, says a New York correspondent, is illustrated again by Federal statistics which show that in the 12 months ended June 30th, 11,268,469 doctors' prescriptions ordering liquor for patients were issued in the United States.

Invalids thus provided with medicinal refreshment, drank on their doctors' advice, altogether, 1,347,573 gallons of this whisky accounted for 1,347,573 wine for 30,733 brandy 9,948, gin 8,173, rum 2,015, and alcohol 2,156 gallons.

Fifty thousand physicians, or one-third of the total number in the country, availed themselves of the privilege of prescribing intoxicating liquors for their patients.

The absolute necessity of producing within the Empire itself cotton sufficient for its needs is destined to make the Sudan within a few years a very rich country.—Mr. H. H. Foa (Anglo-Egyptian Bank).

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HAIPHONG ...	"TAISANG" ...	Wednesday, 23rd Jan. Noon.
SANDAKAN ...	"HINSANG" ...	Wednesday, 23rd Jan. 1 p.m.
HAIPHONG via HOIHOW ...	"YUENSANG" ...	Friday, 25th Jan. 10 a.m.
MANILA ...	"YUENSANG" ...	Saturday, 26th Jan. 11 a.m.
SHANGHAI via SWATOW ...	"WAISANG" ...	Sunday, 27th Jan. 7 a.m.
STRAITS & CALCUTTA ...	"FOOMANG" ...	Tuesday, 29th Jan. 3 p.m.
SHANGHAI via SWATOW ...	"WONGANG" ...	Wednesday, 30th Jan. 7 a.m.
RANGOON via HOIHOW ...	"CHUNANG" ...	Thursday, 31st Jan. Noon.
SHANGHAI via SWATOW ...	"YATSHING" ...	Friday, 1st Feb. 7 a.m.
TSINGTAI via SWATOW ...	"KWONGSANG" ...	Wednesday, 6th Feb. 7 a.m.
YOKOHAMA via KORE ...	"LAISANG" ...	Wednesday, 13th Feb. Noon.
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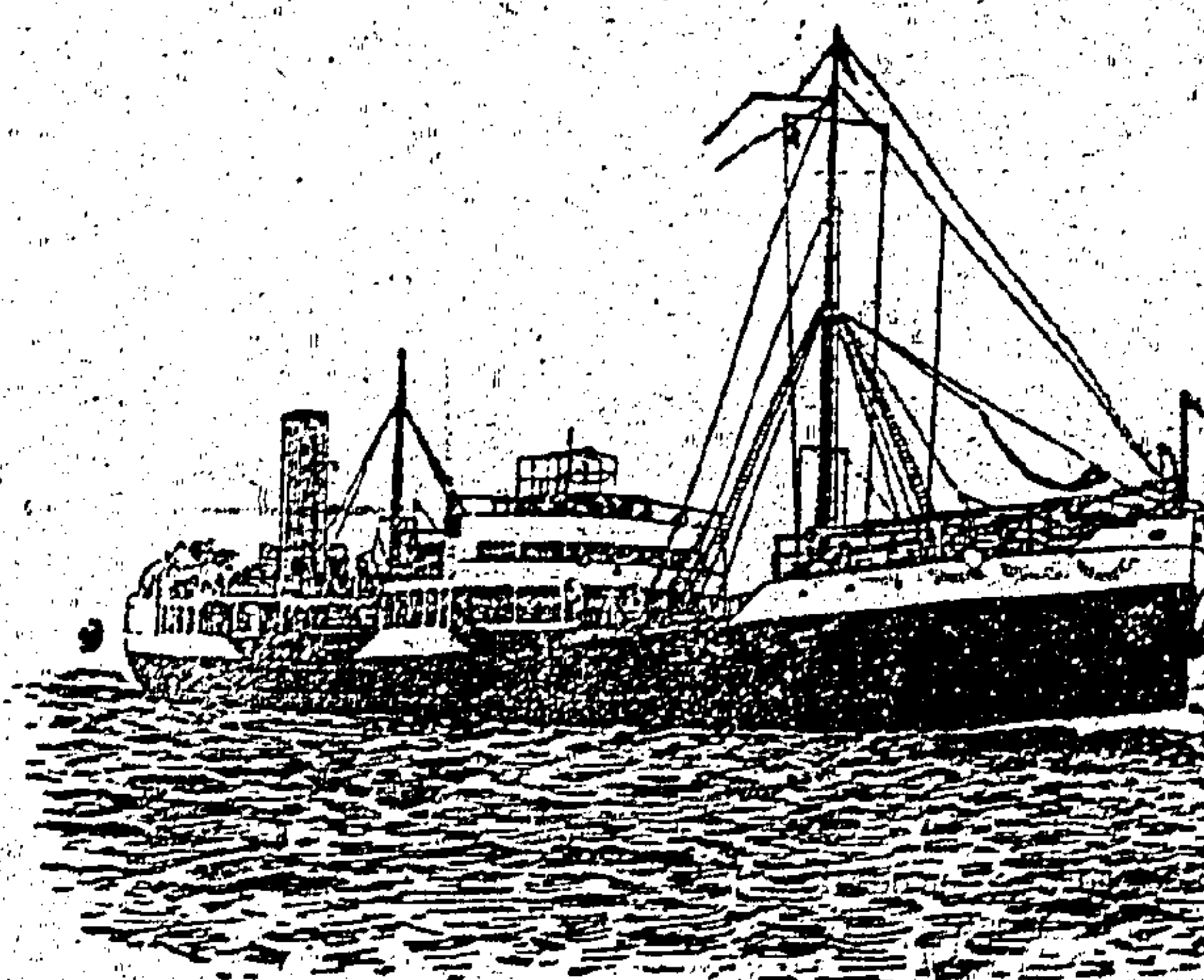
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"PEMERKESHIRE"	14th Feb.			
"RADNORSHIRE"	25th Feb.			
"GLENLUCE"	10th Mar.			
"GLAMORGANSHIRE"	25th Mar.			
"GLENHANE"	6th Apr.			

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SHIPPING NEWS

ARRIVALS.

January 20th.
Derwent, British str., 1,500 tons, Capt. C. B. Bonstead, from Saigon, with a general cargo and rice, lying at buoy No. 113.—Thai Thuan & Co.
Frangit, British str., 2,500 tons, Capt. Mercer, from Shanghai.—H. M. H. Vennart.

Haikou, British str., 1,150 tons, Capt. E. Jones, from Haikow, with a general cargo, lying at buoy No. 113.—Mun Wing S.S. & Co.

Hakosaki, Japanese str., 10,413 tons, Capt. R. Shimidzu, from Singapore, with a general cargo, lying at Kowloon wharf.—N.Y.K.

Helkon, Norwegian str., 1,191 tons, Capt. H. Johansson, from Bangkok, with a general cargo, lying at buoy No. 113.—Thoren & Co.

Typanas, Dutch str., 2,414 tons, Capt. R. Pels, from Surabaya, with sugar, lying at Quarry Bay.—J.C.J.L.

Andre Lebon, French str., 3,733 tons, Capt. E. Gregor, from Shanghai, with a general cargo, lying at buoy No. 113.—M. M.

Astori, American str., 3,150 tons, Capt. A. Anderson, from Penang, lying at Laidholm.—Standard Oil & Co.

Canadian, British str., 2,943 tons, Capt. W. T. Spring, from Vancouver, with a general cargo, lying at Laidholm.—Standard Oil & Co.

Huph, British str., 1,307 tons, Capt. A. Gledhill, from Saigon, with rice, lying at buoy No. 113.—R. & S.

Kojan, Japanese str., 1,306 tons, Capt. N. Ishiguro, from Dairen, with coal, lying at buoy No. 113.—M.B.R.

Kwong Lee, Chinese str., 1,498 tons, Capt. L. Crawford, from Shanghai, with a general cargo, lying at Company's wharf.—C.M.S.N. Co.

Zimhou, French str., 1,105 tons, Capt. M. Antoine, from Paiton, with a general cargo, lying at buoy No. 113.—S. & S.

President McKinley, American str., 21,000 tons, Capt. A. O. Lattie, from Seattle and Shanghai, with a general cargo, lying at Kowloon wharf.—Admiral Oriental Line.

Sapara, Dutch str., 4,241 tons, Capt. S. E. Sijndayen, from Manila, with a general cargo, lying at Kowloon wharf.—J.C.J.L.

Icher, German str., 3,123 tons, Capt. H. Brahm, from Singapore, with a general cargo, lying at Kowloon wharf.—Routier Broekman & Co.

Shantung, British str., 1,505 tons, Capt. R. Robertson, from Shanghai and Swatow, with a general cargo, lying at buoy No. 113.—R. & S.

Talkhish, British str., 6,324 tons, Capt. W. Beswick, from New York and Haikow, with a general cargo, lying at Holt's wharf.—D. & S.

Wray Castle, British str., 3,833 tons, Capt. R. L. Hughes, from Haikow, with a general cargo, lying at buoy No. 113.—Dodwell & Co.

Yuen Sang, British str., 1,652 tons, Capt. P. Lewis, from Manila, with a general cargo, lying at buoy No. 113.—J. M. & Co.

CLEARANCES

January 21st.

Alebona, Maru, for Keelung.
Andre Lebon, for Saigon.
Adral, for San Francisco.
China Arrow, for San Francisco.
Fangtse, for Shanghai.
Hakosaki, Maru, for Shanghai.

THE EAST ASIATIC CO., LTD.,

COPENHAGEN.

The M/S. "ANNAM"

will be loading for MARSEILLES, DUNKIRK, ROTTERDAM, AMSTERDAM, HAMBURG optional LONDON, COPENHAGEN and other SCANDINAVIAN PORTS.

About 30th January, 1924.

Partner Sailings	Expected on or about	Will leave homeward-bound on or about
S/S. "Kina"	1st February	6th March
S/S. "Erie"	4th February	—
S/S. "Java"	11th February	—
S/S. "Asia"	20th February	—
S/S. "Natal"	26th February	—

Subject to change without notice.

For further particulars please apply to:-

JOHN MANNERS & CO., LTD.

Agents.

KONINKLYKE PAKETVAART

MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THIS STEAMSHIP

"VAN CLOON"

will be despatched to

SINGAPORE, PENANG via BELAWAN, DELI DIRECT.

2nd February, 1924.

1st Class Fare to Singapore—\$100.

This vessel offers excellent saloon accommodation.
All lower berths.
English cuisine.
Doctor carried.
Wireless telegraph.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

For Freight and passage apply to:-

JAVA-CHINA-JAPAN-LYN,

Telephone Central No. 1574.

Agents.

CANADIAN PACIFIC

HOME VIA CANADA

Hongkong to England

From	To	From	To
Empress Russia	Feb. 7 Feb. 25	Marloch	Mar. 7 Mar. 14
Empress Australia	Feb. 23 Mar. 12	Melita	Mar. 19 Mar. 26
Empress Asia	Mar. 13 Mar. 31	Montrose	Apr. 11 Apr. 18
Elrussia	Apr. 3 Apr. 21	Montroyal	May 2 May 9

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

HONGKONG-MANILA SERVICE

Commencing with the arrival of the Empress of Russia, 25th March, the Empress of Russia and Empress of Asia will make the round trip to Manila from Hongkong, leaving Hongkong on Wednesday after arrival, Friday Morning, leaving Manila Saturday Evening and arriving Hongkong Monday Morning, 7 a.m.

Three Trans-continental Trains Daily.

Standard Sleeping Cars, Compartments and Dining Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department: Tel. 752. Cable: GACANPAO.
Freight and Express: Tel. 42. Cable: NATILLUS.

T. K. K.

THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE.

First class throughout. £120. Mono class steamers on the Atlantic. £112-£110.

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU. LEAVE HONGKONG. STEAMERS. KOREA MARU (calling at Manila) 20,000 tons, Jan. 23rd, 1924. BIRYU MARU (calling at Dairen) 20,000 tons, Feb. 1st, 1924. BIRYU MARU (calling at Dairen) 20,000 tons, Feb. 14th, 1924. TAIYO MARU 20,000 tons, Mar. 27th.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLEJO, MOLLEND, ARICA AND IQUIQUE. THROUGH TRANS-AMERICAN ROUTE TO BUENOS AIRES.

STEAMERS.

BAKUO MARU 18,000 tons, Jan. 25th. GINYO MARU 18,000 tons, March 13th. ANYO MARU 18,000 tons, April 24th. SEITO MARU 18,000 tons, June 10th.

Through Bills of Lading issued to all United States Overland Points; also via Panama Canal Lines to Atlantic Ports. For full information regarding Passengers, Freight and Sailings, Apply to:- Y. TSUTSUMI, Manager, King's Building, Tel. No. C. 2274 & 2275.

ADMIRAL ORIENTAL LINE

FREIGHT AND PASSENGER

THE NEW FAST AMERICAN STEAMERS TO SEATTLE & VICTORIA

SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT MCKINLEY"	Jan. 23th
"PRESIDENT JACKSON"	Feb. 10th
"PRESIDENT JEFFERSON"	Feb. 22nd

TO EUROPE £120-£112-£110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

"PRESIDENT JACKSON"	Feb. 1st
"PRESIDENT JEFFERSON"	Feb. 13th

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports. Copies of this paper are on file in ADMIRAL ORIENTAL LINE OFFICES, New York, Chicago, Seattle.

For Passage and Freight Booking apply to

ADMIRAL ORIENTAL LINE

Hongkong and Shanghai Bank Building (Ground Floor).

Telephone: Central 2477 & 2478.

JAPAN COAL

GENERAL IMPORTS & EXPORTS

AGENTS FOR:-

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKAMARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE:- TOKIO.

No. 14, PEDDER STREET, HONGKONG

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS-UNITED STATES SHIPPING BOARD

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT LINCOLN" ... Friday, Feb. 1st, at 10 a.m.
S.S. "PRESIDENT TAFT" ... Wednesday, Feb. 13th, at 10 a.m.

Sailing and Fare subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT

SAN FRANCISCO
LOS ANGELES
SALT LAKE
CHICAGO
NEW YORK

CONNECTING WITH ANY

DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.

VISIT

YOSEMITE
GRAND CANYON
FEATHER RIVER
YELLOW STONE PARK
NIAGARA FALLS

HONGKONG-MANILA

S.S. "PRESIDENT LINCOLN" ... Wednesday, Jan. 23rd, at 4 p.m.
S.S. "PRESIDENT TAFT" ... Monday, Feb. 4th, at 4 p.m.
S.S. "PRESIDENT CLEVELAND" ... Monday, Feb. 18th, at 4 p.m.

HONGKONG-CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE FIELDING" ... January 22nd, 1924, at 6 p.m.

For Full Information regarding Rates, Space, etc., Apply to:-

PACIFIC MAIL STEAMSHIP CO.

1st Floor, QUEEN'S BUILDING, HONGKONG.

Cable Address: Tel. Central 141. Cables: HOLYOAK MASSEY & CO., LTD.
"SOLANO" 3322.

NYK

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada. Through passage rates to Europe via America \$3405, \$3420, \$3440.

IYO MARU ... Monday, 28th Jan., at 11 a.m.
SHIDZUKA MARU ... Wednesday, 20th Feb.
MABESILLES, LONDON & ANTWERP via Singapore, &c.
SUWA MARU ... Wednesday, 30th Jan., at 11 a.m.
FUSHIMI MARU ... Wednesday, 13th Feb.

HAMBURG via LONDON & ROTTERDAM.

MITO MARU ... Middle of Feb.

LIVREPOOL via MABESILLES & VALENOLIA.

DURBAN MARU ... First half of Feb.

SYDNEY & MELEBOURNE via Manila, &c.

MISHIMA MARU ... Sunday, 27th Jan., at 11 a.m.

AKI MARU ... Wednesday, 13th Feb., at 11 a.m.

NEW YORK & BOSTON via PANAMA.

MAYEASHI MARU ... Tuesday, 12th Feb.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAMAKURA MARU ... Second half of Feb.

BOMBAY via Singapore and Colombo.

MOJI MARU ... Monday, 28th Jan.

HAKODATE MARU ... Wednesday, 6th Feb.

CALCUTTA via Singapore, Penang & Rangoon.

MALACCA MARU ... Sunday, 27th Jan.

KITA MARU ... Wednesday, 6th Feb.

OSAKA MARU ... Saturday, 9th Feb.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Thursday, 14th Feb.

SHANGHAI, KOBE & YOKOHAMA.

WAKASA MARU ... Wednesday, 23rd Jan.

TOKUSHIMA MARU ... Saturday, 25th Jan.

HOKUSAN MARU ... Tuesday, 5th Feb.

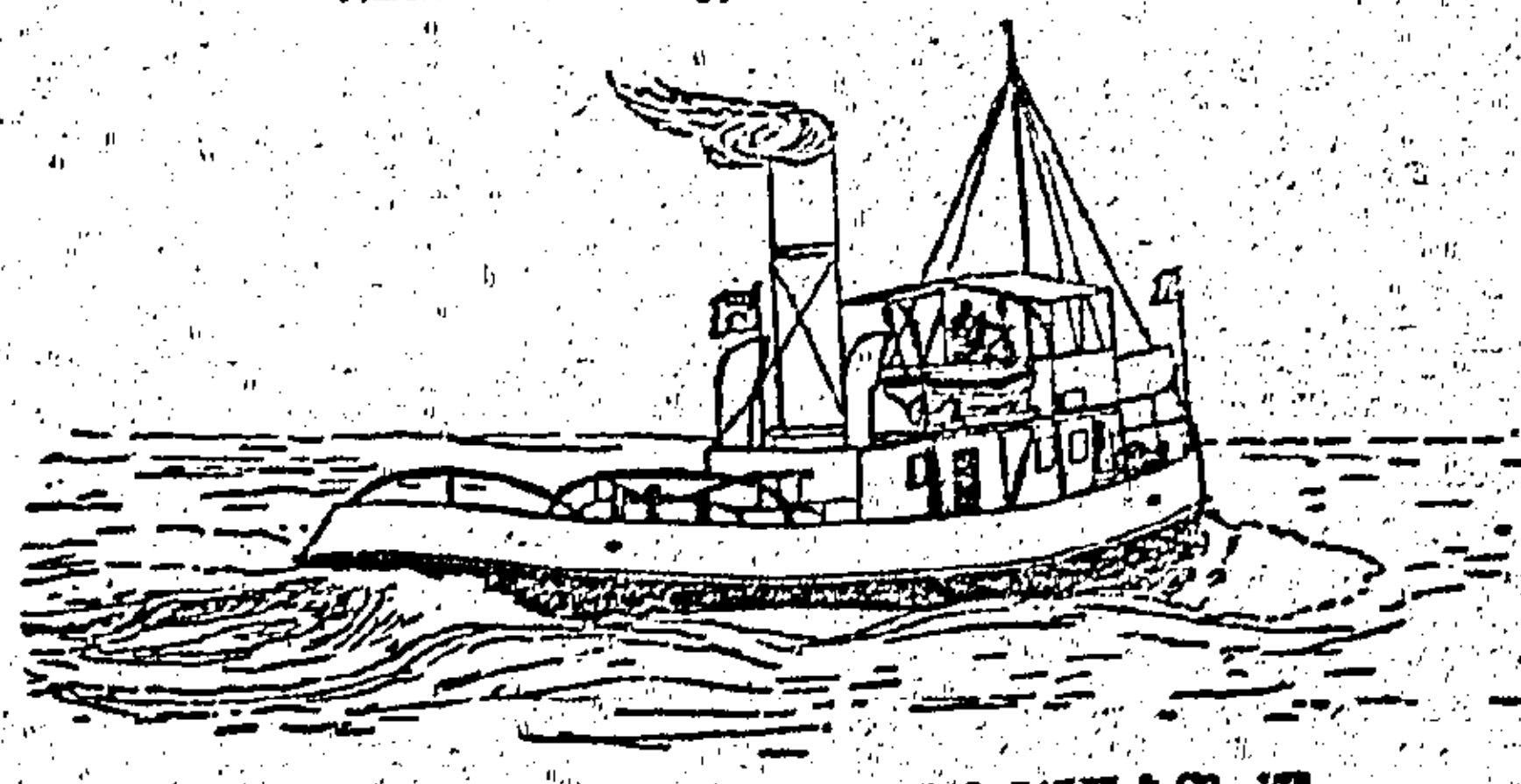
For further information apply to:- NIPPON YUSEN KAISHA

Telephone: Central Nos. 222, 223 & 224. Y. YAMAMOTO, Manager.

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-creation abroad.



ESTD 1870 THE BAILEY & CO. LTD. 125

Boilers, Makers, Founders and Constructional Engineers and Repairers

ELLERMAN BUCKNALL STEAMSHIP COMPANY, LTD

Projected Sailings from Hongkong. Subject to Alteration.

"CITY OF CAMBRIDGE" ... 23rd January ... Marseilles, London, Rotterdam & Hamburg.

PASSENGER SERVICE.

"CITY OF YORK" ... 15th February ... Shanghai & Kobe.
"CITY OF GANTERBURY" ... 21st February ... Marseilles, London, etc.
"CITY OF YORK" ... 30th March ... Do.
"CITY OF CAMBRIDGE" ... 18th April ... Do.

FARES TO LONDON.

Single 1st Class "A" ... £ 98. "B" ... £ 84. 2nd Class "A" ... £ 62. "B" ... £ 56.
Return "A" ... £ 161. "B" ... £ 147. "A" ... £ 103. "B" ... £ 98.
Cargo Steamers, Saloon Passage £56.

For further particulars apply to—
THE BANK LINE, LTD.
(Tel. Central 789).

BOSTON AND NEW YORK

Joint Service of the

'BLUE FUNNEL' LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"LANGTON HALL" ... via Suez Canal ... 22nd Jan.
"HYEON" ... via Suez Canal ... 5th Feb.
"CITY OF MANILA" ... via Suez Canal ... 9th Feb.
"INION" ... via Suez Canal ... 21st Feb.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—
SUTHERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	P.O. Arr. at Hongkong and Sailings for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
AMBOISE	5th Feb.
CORDILLERE	18th Feb.
ANGERS	3rd Mar.
CHILL	9th Mar.
P. ... ROS	23rd Mar.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).
A CLASS (1st Class) ... £ 98. 0s. 0d. B CLASS (1st Class) ... £ 84. 0s. 0d.
STEAMERS (2nd) ... £ 62. 0s. 0d. STEAMERS (2nd) ... £ 56. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trunks at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

"L. DE MISSISSY" loading for HAVRE, ANTWERP, & DUNKIRK, about 21st February.

Also through Billings issued to HELSINKI, REVAL and RIGA.

Sailings subject to alteration without notice.

For full Particulars apply to—
MESSAGERIES MARITIMES CO.,
2, Queen's Building,
Telephone: Central 740.
3) CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG ... Capt. W. C. Pasmore ... Tuesday, 22nd Jan. at 1 p.m.
HAIPHONG ... Capt. Ellis Walker ... Friday, 25th Jan. at 1 p.m.
HAIPHONG ... Capt. A. H. Stewart ... Tuesday, 29th Jan. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.,
General Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and NEW YORK

S.S. "GOTHIC PRINCE" ... 28th Jan., 1924.

For freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED

Telephone Central 5145 (Incorporated in Great Britain)
Telegrams (Furpreines) St. George's Building

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND)
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, AND SEA,
EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destinations
"MACEDONIA"	11,089	28th Jan., Noon	Bay, Mars., London & Antwerp.
"KASHGAR"	8,840	9th Feb.	Mars., London & Antwerp.
"SOUDAN"	8,896	16th Feb.	Singapore, Colombo & Bombay.
"MORLA"	10,811	23rd Feb.	Bay, Mars., London & Antwerp.
"ALPORE"	8,373	27th Feb.	Singapore, Colombo & Bombay.
"NAGPORE"	8,353	4th March	do.
"PERIM"	7,648	6th March	do.
"KARMAIA"	8,088	8th March	Mars., London & Antwerp.
"KIDDERPORE"	8,234	10th March	Singapore, Colombo & Bombay.
"NALDERA"	15,993	23rd March	Bay, Mars., London & Antwerp.
"PADUA"	8,907	30th March	Singapore, Colombo & Bombay.
"SICILIA"	8,813	2nd April	Singapore, Colombo & Bombay.
"KRYER"	8,014	5th April	Marseilles, London & Antwerp.
"CHINA"	7,382	19th April	do.
"SOUDAN"	8,896	28th April	Singapore, Colombo & Bombay.
"KALYAN"	9,118	3rd May	Marseilles, London & Antwerp.
"PLASSY"	7,426	17th May	do.
"KASHGAR"	8,840	24th May	do.
"KRYER"	8,014	31st May	Mars., London & Antwerp.

BRITISH INDIA - APCAR SAILINGS

"TORILLA" ... 5,205 ... 27th Jan. ... Singapore, Penang & Calcutta.
"JAPAN" ... 6,053 ... 8th Feb. ... do.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS" ... 4,500 ... 2nd Feb. ... Manila, Sandakan, Thursday.
"EASTERN" ... 4,000 ... 27th Feb. ... Island, Townsville, Brisbane.
"ARAFURA" ... 6,000 ... 2nd Apr. ... Sydney & Melbourne.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, via The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"KARMAIA"	8,088	27th Jan.	Shanghai, Moji & Kobe.
"TANDA"	6,952	30th Jan.	Moji & Kobe.
"PERIM"	7,648	1st Feb.	Shanghai & Kobe.
"EASTERN"	4,000	2nd Feb.	Moji & Kobe.
"SOUDAN"	8,896	4th Feb.	Shanghai.
"NALDERA"	15,993	9th Feb.	Shanghai, Moji & Kobe.
"TAKADA"	8,949	14th Feb.	Moji & Kobe.
"PADUA"	8,907	21st Feb.	Shanghai, Moji & Kobe.
"KRYER"	8,014	23rd Feb.	do.
"NELLORE"	8,813	26th Feb.	Shanghai & Kobe.
"CHINA"	7,382	3rd Mar.	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	8th Mar.	Moji & Kobe.
"SICILIA"	8,813	13th Mar.	Shanghai.
"KALYAN"	9,118	22nd Mar.	Shanghai, Moji & Kobe.
"KASHGAR"	8,840	4th Apr.	do.
"ST. ALBANS"	4,500	5th Apr.	Moji & Kobe.
"SOUDAN"	8,896	8th Apr.	Shanghai.
"PLASSY"	7,426	18th Apr.	Shanghai, Moji & Kobe.
"KRYER"	8,014	2nd May	do.
"EASTERN"	4,000	3rd May	Moji & Kobe.
"KASHGAR"	8,840	16th May	Shanghai, Moji & Kobe.
"MOREA"	10,811	30th May	do.
"KARMAIA"	8,088	13th June	do.
"MALWA"	10,411	27th June	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Bangkok must defray their own Hotel expenses at Singapore while awaiting the ship on carrying steamer.

First Saloon Passengers may travel by E.L.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage Fares, Freight Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG.

COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line

For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID, BARCELONA and other SPANISH PORTS.

S.S. "ISLA DE PANAY" ... 8th Feb., 1924.

For SHANGHAI, NAGASAKI & KOBE.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers. Stevedores and Doctor carried.

For Freight and/or passage apply to—
BOTEHO BROS.,
Alexandra Building, Hongkong

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore

Colombo, Suez and Port Said.

"CELESTES MARU" ... Wednesday, 8th Feb.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon

Singapore, Colombo, Durban and Capetown.

"SEATTLE MARU" ... Friday, 8th Feb.

BOMBAY via Singapore and Colombo ... Saturday, 2nd Feb.

"YOKO MARU" (Calls at Penang) ... Saturday, 9th Feb.

BANGKOK, SAIGON & SINGAPORE ... Friday, 1st Feb.

"KISHU MARU" ... Friday, 1st Feb.

CALCUTTA via Singapore & Rangoon

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.

"ALBION MARU" ... Monday, 18th Feb.

NEW YORK via Japan Ports, San Francisco and Panama.

JAPAN PORTS—Moji, Kobe, Osaka, Yokohama & Nagoya.

"NANKING MARU" ... Monday, 28th Jan.

KEELUNG via SWATOW & AMOY ... Sunday, 27th Jan., 11 a.m.

"KALIO MARU" ... Thursday, 21st Jan., 8 a.m.

TAKAO via SWATOW & AMOY ... Friday, 8th Feb.

"BOSSU MARU" ... Friday, 8th Feb.

TAKAO & KEELUNG ... Friday, 8th Feb.

"BATAVIA MARU" ... Friday, 8th Feb.

For further particulars please apply to—
OSAKA SHOSHEN KAISHA
2, SHIMA, Minato-ku.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
AMOI & SHANGHAI	"SZECHUEN"	On 22nd Jan., D.L.
SWATOW & SHANGHAI	"YUNNAN"	On 22nd Jan., 10 a.m.
HONGKONG, FAKHOI & HAIPHONG	"TAMING"	On 23rd Jan., 3 p.m.
MANILA	"CHINKIANG"	On 23rd Jan., 4 p.m.
SHANGHAI	"LIANGHONG"	On 23rd Jan., 4 p.m.
SHANGHAI & SHANGHAI	"SHANTUNG"	On 24th Jan., 10 a.m.
SHANGHAI	"CHENGTO"	On 24th Jan., Noon.
SHANGHAI	"KANGHOU"	On 24th Jan., 4 p.m.
SHANGHAI	"NINGPO"	On 25th Jan., Noon.
SHANGHAI, WEIHAIWEI, CHEFOO & YIENTSIN	"TUNGCHOW"	On 27th Jan., D.L.
SWATOW & SHANGHAI	"YINGCHOW"	On 27th Jan., 10 a.m.
SWATOW & SHANGHAI	"KWANGCHOW"	On 28th Jan., 4 p.m.
SWATOW & SINGAPORE	"KINGYUAN"	On 30th Jan., 10 a.m.
MANILA	"TEAN"	On 30th Jan., 3 p.m.

SHANGHAI LINE.—Excellent Saloon accommodation available, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Peking), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Peking). Cargo taken on through Raj Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—
SUTHERFIELD & SWIRE,
Telephone Central 23.
Agents.

CARGO & PASSAGE CAN BE ISSUED AT THE OFFICE OF SUTHERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

(SAILINGS SUBJECT TO ALTERATION)

Steamer	At Hongkong from Australia	Leave Hongkong for Manila, Sandakan, Thru. L. & Aus. Ports
"TAIYUAN"	14th February	19th February

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to—
SUTHERFIELD & SWIRE,
Telephone Central No. 23.
Agents.

DODWELL & CO., LIMITED

NEW YORK BERTH

For NEW YORK & BOSTON via SUEZ
S.S. "KENDAL CASTLE" ... sailing on or about 25th Jan.

LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL ITALIAN PORTS, ALSO CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for Traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £86.

FOR SHANGHAI YOKOHAMA & KOBE

"ANNA" ... sailing on or about 22nd Jan.

"ROSANDRA" ... sailing on or about 3rd Feb.

FOR BRINDISI, VENICE & TRIESTE
via SINGAPORE, PENANG & COLOMBO.

"PERSIA" ... sailing on or about Early Feb.

*This steamer has been specially chartered to facilitate the forwarding of cargo intended for the reconstruction of the devastated areas in Japan.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

"UMVOLOSI" ... sailing on or about 7th Feb.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LIMITED.
Telephone Central 1030.
Agents.

STRUTHERS & BARRY

OPERATING UNDER GOVERNMENT SHIPS

EXPRESS FREIGHT SERVICE.

FOR LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "West Farlow" ... Due Hongkong 27th Jan.
Leave Hongkong 29th Jan.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WHOLELY SAILING FOR ATLANTIC SEABOARD PORTS, THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

FOR SAIGON SINGAPORE MANILA AND P. I. PORTS.

U.S.S. "West Montop" ... Due Hongkong 26th Jan.
Leave Hongkong 27th Jan.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to—
STRUTHERS AND BARRY,
General Agents for
JAPAN-CHINA-PHILIPPINES
INDO-CHINA-STRATS & JAVA
1st Floor, Queen's Building,
Phone Central No. 1008.
A. E. FRANKIE,
Acting Sec. Agent

21st January, 1921